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881026 AGENDA & MIN
198812

OPERATION & WORKS COMMITTEE MG.O

GREENMEADOW - STREET ROW DWELLING

CITY OF MISSISSAUGA
RETURN TO CENTRAL RECORDS
BOX LABEL

-V01456-

LOCATION LABEL

-98080127-

THE CORPORATION OF THE CITY OF MISSISSAUGA

AGENDA

OPERATIONS AND WORKS COMMITTEE

WEDNESDAY, OCTOBER 26, 1988 - 9:00 A.M.

RESOURCE LIBRARY - CIVIC CENTRE

Members: Councillor H. Kennedy
Councillor F. McKechnie
Councillor D. Culham
Councillor D. Cook
Councillor D. Lane (Chairman)
Councillor T. Southorn
Mayor H. McCallion (Ex-Officio)

Prepared by: Linda Mailer, Clerk's Department (896-5425)
Date: October 21, 1988

Committee Members are requested to contact the appropriate Department Heads prior to the meeting if greater explanation or detail is required with regard to any item on this agenda.

INDEX - OPERATIONS AND WORKS COMMITTEE - OCTOBER 26, 1988

DEPUTATIONS - 9:00 A.M.

A. Mrs. Marsha Reid, 262 Bristol Road West, Mississauga

J.05.88008.01

SEE ITEM 17

B. Mrs. J. Phillips, Mississauga Clean City Campaign

L.08.04.05

SEE ITEM 1 and 2

C. Consultant, Cumming Cockburn Limited

J.05.86035.01

SEE ITEM 11

D. (i) A Representative of Bell Canada.

(ii) Mr. R.A. Hendry, HV Engineering Ltd.

F.04.06

SEE ITEM 9

ITEM	FILE	SUBJECT
1.	F.05.04.05	Plastic Recycling
2.	F.05.04.07	Composting of Organics
3.	A.06.01	Security Boxes - Hazardous Goods
4.	D.05.01	Third Quarter Transit Review - 1988
5.	J.05.88000	Various Road Projects - Consulting Assignments
6.	A.02.03.03.04	Ontario Hydro - Transportation of PCB Contaminated Oil
7.	L.02.02	Bingo Lottery Licensing
8.	F.05.03.02 F.05.03.03	Winter Maintenance - Roads and Sidewalks
9.	F.04.06	Underground Facilities - Bell Canada

10.	T-86106 T-86052	Erin Mills Development Corporation - Exemption from Major Watercourse Improvement Levy
11.	J.05.86035.01	Little Etobicoke Creek - Flood and Erosion Control Study
12.	B.01.01	1647 Northmount Avenue - 878/884/888 South Service Road - Northmount Group
13.	E.02.14.01 E.02.06.01 F.0.01	McGill Street - Streetlighting and Road Maintenance
14.	A.01.08.01 J.04.02	Special District Street Name Signing - Business Improvement Districts
15.	T-83015 F.02.04.03	Fitzwood Subdivision - Temporary Closure of Second Line West
16.	T-85018 F.02.03	Seaview Drive Connection from Winston Churchill Blvd. to Bushland Crescent
17.	J.05.88008.1	Bristol Road
18.	F.02.04.05	1988 Santa Claus Parade
19.	F.06.04.02	Stillmeadow Road - Parking Prohibition
20.	F.06.04.10	Colonial Drive - 40 km/hr School Zone
21.	F.06.04.05	Kingsbridge Garden Circle - Request for All-way Stops
22.	B.02.86034	Menkes Developments Inc. - Parkland Over Dedication
23.	E.02.02.02.45	Closure of Part of Original Road Allowance Old Streetsville Road commonly known as Creditview Road
24.	L.08.04.01	Aerofleet Services Ltd. - Proposed Brokerage Fee Increase
25.	A.03.04.01	Public Vehicle Authority Report 9-88 - October 17, 1988
26.	A.03.04.11.02	Traffic Safety Council Report 7-88 - October 19, 1988

CITY OF MISSISSAUGA

AGENDA

OPERATIONS AND WORKS COMMITTEE — **OCTOBER 26, 1988**

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MATTERS FOR CONSIDERATION:

1. Report dated October 17, 1988, from the Commissioner of Public Works regarding plastic recycling.

   On June 1, 1986 the City of Mississauga implemented Blue Box curbside recycling for paper, bottles and cans. This program has resulted in approximately 10% of household waste being diverted from the landfill and recycled.

   In order to increase the amount of household waste being recycled it is necessary to look at other materials which can be recycled, and the next step would be to implement a pilot project to collect mixed plastics as part of the Blue Box program.

It is proposed that the plastics from households be placed in a plastic bag on top of the Blue Box and that this be picked up at no additional cost to the City by the contractor, Laidlaw.

A pilot project area has been established of approximately 2,200 homes which is on a Monday route and is an entire recycling truck route.

The cost to the City of the pilot plastic recycling project will be minimal from a collection standpoint as it will be done as part of the Blue Box; however, Laidlaw will be paid for baling the plastic which is estimated to be one bale every two weeks. In addition, the City will have a cost for printing brochures and distributing same to the 2,200 households and the cost of this printing and distribution is estimated to be $1,200.

The bales of collected plastic will be stored at the Mavis Road Yard until they are of sufficient quantity to be picked up by an end user. The end user will not be charged for this material but will provide the City with a rating of the quality of the plastic in each bale (high, medium or low) and will advise of the uses made of the plastic when recycled.

The pilot project will last from December 1, 1988 to May 31, 1989 and in that period of time it is the goal of the Public Works Department to ascertain an end user for recycled plastics so that on June 1, 1989 we can embark on a City-wide curbside mixed plastic recycling program.

RECOMMENDATION:

(a) That a pilot project for mixed plastic recycling for 2,200 homes in the City of Mississauga be implemented December 1, 1988.

(b) That the publicity for the plastic recycling pilot project be distributed to the homes involved during the week of November 21, 1988.

(c) That the Public Works Department report to Operations and Works Committee by April 15, 1989 on the cost of and the market for a City-wide plastic recycling program.

F.05.04.05

RECOMMEND ADOPTION

2. Report dated October 17, 1988, from the Commissioner of Public Works regarding the composting of organics.

In order to substantially increase the percentage of household solid waste which is recycled and thus dramatically reduce the amount of material reaching landfill sites, E.F.W. and R.D.F. plants, it will be necessary to go beyond the Blue Box and implement wet-dry garbage collection.

If wet-dry collection is implemented Mississauga will be one of the first large municipalities in North America to do so. The Region of Peel are prepared to compost on a trial basis wet household wastes (vegetable scraps, leftovers, egg shells, tea leaves, coffee grounds) plus yard wastes (cut grass, garden wastes, leaves) at a site to be determined (Britannia is the preferred and logical site) for at least a year from June 1, 1989 to May 31, 1990. This trial period will determine the type of structure composting should be carried out in, whether material should be shredded prior to composting, cost and salability of finished product.

The trial period will commence at the start of the twice-a-week pickup in 1989 in order to make it easier for the taxpayer. It may be necessary to extend the twice-a-week collection after September 1, 1989 for the trial area selected if this approach appears to make wet-dry collection viable. This would increase our collection costs for the last four months of 1989.

Biodegradable bags will be provided for the homeowners in the trial area; however, a supplier and the cost will be determined prior to 1989 budget approval.

Laidlaw Waste Systems is prepared to cooperate in all City of Mississauga recycling enhancement programs; however, there will be costs to the City by Laidlaw for this trial period after September 1, 1989.

The one-year trial period for approximately 1,500 homes will determine the quality and dollar value of compost which can be produced from household wastes in Mississauga. It will also be necessary to determine the size and capital operating cost of a full-size composting site for Mississauga and/or Peel.

Arrangements have also been made with the Region of Peel and Laidlaw to pick up Christmas trees on the first two Wednesdays in the new year - January 4 and January 11, 1989. These trees will be taken to the Region's Derry Road Yard for chipping and transportation to the ultimate end user.

RECOMMENDATION:

(a) That a wet-dry collection be implemented for an area of approximately 1,500 homes in the City of Mississauga starting June 1, 1989.

(b) That the Region of Peel be requested to provide an area at the Britannia landfill site for composting commencing June 1, 1989, which area must be covered and monitored jointly by the Region of Peel and the City of Mississauga.

(c) That the City of Mississauga provide a separate pickup for Christmas trees on January 4 and January 11, 1989 for delivery to the Region of Peel Works Yard at Derry Road and Highway 10 for processing.

F.05.04.07

RECOMMEND ADOPTION

3. Report dated October 17, 1988, from the Fire Chief regarding security boxes.

The Province of Ontario recently passed Bill 79, An Act to Amend the Occupational Health and Safety Act which implements the workers' right to know legislation related to hazardous goods. The legislation requires that employers provide the Fire Department with information regarding hazardous goods on their property.

The Fire Code contains requirements for emergency planning and the provision of keys for Fire Department access in certain buildings.

The new legislation (S.O. 1987 c.29) requires that employers send copies of their material safety data sheets and hazardous goods inventory to the Fire Department. At the present time, the Fire Department will receive approximately 100,000 pieces of paper if all premises regulated by the legislation comply. The purpose of this information is to assist fire fighters when responding to fires in these properties.

The Fire Department does not have the staff nor the systems to accommodate all of the information that it may receive. In addition, the information is virtually useless to the Fire Department unless it can be used by the fire fighters at a fire scene. The most appropriate method of providing this information for fire fighters is to have it available to them when they arrive at a property.

For many years, property owners have routinely installed security boxes to contain keys for Fire Department access. These security boxes have been installed on a voluntary basis and have been very successful. Larger boxes that would accommodate manuals that can contain the hazardous materials information that is critical to a fire fighting operation, are now available from different suppliers.

The Fire Department has maintained a restricted single locking system for all security boxes. By way of one key, located in each Fire Department vehicle, the fire fighters can have easy access to specific properties without having to incur any damage in opening doors.

Section 2.8 of the Fire Code requires that property owners who have fire alarms, or who have specific types of occupancies, must provide the Fire Department with an emergency plan. This plan normally includes the provision of keys for access. The security box has been the best solution for the storage of required keys. In many cases, where key security boxes are not installed, the keys are not available to the Fire Department when they arrive because they have been misplaced, stolen, or the person with the keys has not been available when required.

Section 210 subsection 42 of the Municipal Act provides authority "for making such other regulations for preventing fires and the spread of fires as the council considers necessary." This section could be used as the City's authority to pass a by-law requiring locked boxes for keys and emergency information.

The most appropriate method of insuring that keys and hazardous materials information are available to responding fire fighters is the provision of a security box located at the main entrance to the premises.

All security boxes must be keyed with the same restricted key to allow the Fire Department rapid access to information and to the property.

RECOMMENDATION:

That a by-law be enacted to require the provision of security boxes containing hazardous materials and hazardous physical agent information or keys for access by the Fire Department to prevent the spread of fires.

A.06.01

RECOMMEND ADOPTION

4. Report dated October 18, 1988, from the Transit General Manager providing the 1988 Third Quarter Transit Review highlighting the following:

1. Ridership
2. Customer Complaints
3. New Initiatives
4. Improved Service
5. Financial Overview

Performance is on target at the end of the third quarter. It is expected that the ridership, rides per capita and R:C Ratio targets will be exceeded while generating a new surplus of approximately $500,000.

RECOMMENDATION:

That the report dated October 18, 1988, from the Transit General Manager providing the 1988 Third Quarter Transit Review be received for information.

D.05.01

RECOMMEND ADOPTION

5. Report dated October 6, 1988, from the Commissioner of Public Works regarding the consulting assignments for the planning and design of various road projects.

On August 3, 1988, the Operations and Works Committee considered a report from the Commissioner of Public Works regarding the above noted matter (see attached). In that report it was recommended that proposals be requested from consulting engineering firms for the undertaking of planning and design assignments for the following projects:

1. Matheson Boulevard/Renforth Drive Grade Separation

2. Widening of Eglinton Avenue from the Fieldgate Drive area to Highway 427

3. Widening of Hurontario Street from Burnhamthorpe Road to Eglinton Avenue

4. Widening of Hurontario Street from Highway 401 to the north City limits

5. Mavis Road Collector, a south service road along Highway 403 between Mavis Road and Hurontario Street.

Proposals for these assignments have been received from six consulting engineering firms. These proposals have been analyzed and evaluated by the Public Works Department. In addition, the proposals have been reviewed with staff of the Ministry of Transportation, Metropolitan Toronto and the City of Etobicoke as these agencies will participate in a Technical Co-ordinating Committee to direct the following two projects:

- Matheson Boulevard/Renforth Drive Grade Separation

- Widening of Eglinton Avenue from the Fieldgate Drive area to Highway 427.

RECOMMENDATION:

That a by-law be enacted to authorize execution of Agreement with the following engineering consulting firms be retained to carry out the planning and design assignments for the following projects:

(a) UMA Engineering Limited - Preliminary Design, Environmental Assessment and Detailed Design for the Matheson Boulevard/Renforth Drive Grade Separation.

(b) Delcan - Preliminary Design, Environmental Assessment and Detailed Design for the widening of Eglinton Avenue from the Fieldgate Drive area to Highway 427.

(c) Totten Sims Hubicki Associates - Preliminary Design and Environmental Assessment for the widening of Hurontario Street from Burnhamthorpe Road to Eglinton Avenue and from Highway 401 to the north City limits.

(d) McCormick Rankin - Functional Planning and Environmental Assessment for the Mavis Road Collector.

J.05.8800

RECOMMEND ADOPTION

6. Report dated October 18, 1988, from the Commissioner of Public Works regarding an Application to the Ministry of the Environmment for Approval to Transport PCB Contaminated Oil by Ontario Hydro.

Ontario Hydro has applied to the Ministry of the Environment for approval to transport PCB contaminated oil from the Horner Transfer Station located at 455 Kipling Avenue, Etobicoke, to the Lakeview Generating Station located at 1082 Lakeshore Road, Mississauga, for decontamination.

Arrangements are being made by Ontario Hydro for locating a mobile PCB destruction facility at the Lakeview Generating Station in order to decontaminate PCB laden oil.

The Ministry of the Environment has requested that the City of Mississauga comment, by resolution of Council, as to whether or not the City has any objection to the proposed plan for transporting PCB contaminated oil from Etobicoke to the decontamination facility to be located in Mississauga.

The Ministry of the Environment has reviewed the proposal submitted by Ontario Hydro and has given their approval contingent upon several conditions as stated in their letter of September 28, 1988, attached as Appendix A.

RECOMMENDATION:

That the Ministry of the Environment be informed that the City of Mississauga accepts the proposal by Ontario Hydro to transport PCB contaminated oil from the Horner Transformer Station, located at 455 Kipling Avenue, Etobicoke to the Lakeview Generating Station at 1082 Lakeshore Road, Mississauga subject to the following conditions:

(a) application by Ontario Hydro for a Mobile PCB Destruction Facility be amended to include the additional volume of PCB contaminated oil being transported from Etobicoke.

(b) Lakeview Generating Station containing approval for a Mobile PCB Destruction Facility from the Ministry of the Environment.

(c) PCB laden oil be stored in the approved PCB storage tank and be decontaminated as soon as is reasonably possible after all approvals have been obtained.

A representative of Ontario Hydro will be in attendance to answer any questions.

A.02.03.03.04

RECOMMEND ADOPTION

7. Report dated October 18, 1988, from the Commissioner of Public Works in response to an application for a Provincial Bingo Lottery License from The Sinshine Foundation of Canada (Peel Chapter) to operate a special bingo event at the International Centre on Sunday November 20, 1988, between the hours of 1:00 p.m. and 4:00 p.m. The organization meets the requirements established for the issue of a license.

RECOMMENDATION:

That the Lottery Licensing Branch of the Ministry of Consumer and Commercial Relations be advised that the City of Mississauga has no objection to the issuance of a Special Bingo License to The Sunshine Foundation of Canada, Peel Chapter, for the proposed event on Sunday, November 20, 1988, between the hours of 1:00 p.m. and 4:00 p.m.

L.02.02

RECOMMEND ADOPTION

8. Report dated September 21, 1988, from the Commissioner of Public Works and Acting Director of Public Affairs regarding the public campaign regarding winter maintenance.

For the 1987-88 winter season, Public Affairs in conjunction with Public Works coordinated the production and delivery of a brochure outlining the City's snow removal service which brochure also contained a questionnaire.

Based on the responses the present level of service for plowing, sanding and salting should remain for both roads and sidewalks.

RECOMMENDATION:

That the present level of service for plowing, sanding and salting roads and sidewalks remain unchanged and that the Public Affairs Office continued to conduct public information campaigns similar to the 1987/88 winter season.

F.05.03.02
F.05.03.03

RECOMMEND ADOPTION

9. Report dated October 17, 1988, from the Commissioner of Public Works regarding underground facilities.

Bell Canada appeared as a deputation at the September 7, 1988, meeting of the Operations and Works Committee concerning the placement of their plant in new subdivisions with particular emphasis on above ground versus below ground. Pursuant to that deputation, Council at its meeting on September 12, 1988 adopted the following recommendation:

"OW-344-88

That Bell Canada be advised that their request for inclusion in the City of Mississauga subdivision requirements has been referred to staff for a report at a future Operations and Works Committee meeting in October 1988."

The authority which empowers Bell Canada to construct telephone lines within a public highway is derived under the Railway Act. The permission of the Municipality is required and the Municipality can place conditions on that consent. Bell Canada does have the right of appeal to the C.R.T.C. if the Municipality does not grant consent or if the conditions are not acceptable to Bell Canada.

The present City policy is that Bell, Cable TV, Hydro Mississauga plant is placed underground in a common trench at a location specified by the City. Cost of the trench works is shared between the Developer, the applicable Cable TV Company and Bell Canada. The only alternative to this proposal would be for Bell Canada to put their plant on the road allowance above ground or in the rear yards on easement and we are of the opinion that neither of those alternatives are acceptable.

It is concluded that the present City policy of requiring Bell, Cable TV, and Hydro plant in new subdivisions to be placed underground and in a common trench should remain and that prior to a plan of subdivision being finalized that Bell Canada shall confirm that satisfactory arrangements have been made with the Developer to place their cable underground in a location satisfactory to the City. In the event that the Developer and Bell Canada cannot agree then the issue on that particular plan of subdivision would come before Committee.

RECOMMENDATION:

That the present policy of having Bell Canada, Cable TV, and Hydro Mississauga plant constructed underground in a common trench at a location satisfactory to the City be reconfirmed and that prior to the finalizing of a plan of subdivision Bell Canada shall confirm that satisfactory arrangements have been made with the Developer, and further, that this condition be placed as a standard draft plan condition.

F.04.06

RECOMMEND ADOPTION

10. Report dated September 28, 1988, from the Commissioner of Public Works regarding an exemption from Major Watercourse Improvement Levy and Major Road Improvement Levy to be granted to Erin Mills Development Corporation for their Plans T-86106 and T-86052, located south of Highway 401 and east of Winston Churchill Boulevard, and reduction from Major Watercourse Improvement Levy for their development known as Neighbourhood 707, located west of Winston Churchill Boulevard and south of Highway 401.

Since the total costs of the trunk storm sewer works in excess of 1500mm (60 inches) being carried out by Erin Mills Development Corporation under the Servicing Agreement for Neighbourhood 308B ($1,126,841.00) exceeds the total Major Watercourse Improvement Levies ($667,835.36) payable by Erin Mills Development Corporation for their Plans T-86052, T-86106 and a portion (16.5 ha) of their future development Neighbourhood 707, this developer should be granted full credit against a Major Watercourse Improvement Levy payable for Plan T-86052, T-86106 and 16.5 ha of their future development (Neighbourhood 707) which are located within the watershed of the proposed trunk storm sewers.

As the reconstruction of Winston Churchill Boulevard between the south limit of Neighbourhood 308B (T-86052) and
Highway 401 is being carried out by the developer Erin Mills Development Corporation totally at the developer's cost and since this road was included in the Major Road Improvement Levy calculations, the developer should receive full credit from the Major Road Improvement Levies payable for Plans T-86106 and T-86052 as the credit equal to 80% of his costs ($1,778,400.00) exceeds the Major Road Improvement Levies payable for Plans T-86052 and T-86106 ($1,708,000.00).

RECOMMENDATION:

That the Financial Agreements for the Erin Mills Plans T-86052 (Neighbourhood 308B), T-86106 (Neighbourhood 706) and the future Erin Mills Residential Development (Neighbourhood 707) indicate the following:

(i) T-86106 (Neighbourhood 706) - Indicate that no Watercourse Improvement Levies and no Major Road Improvement Levies are to be paid to the City for this development.

(ii) T-86052 (Neighbourhood 308B) - Indicate that no Watercourse Improvement Levies and no Major Road Improvement Levies are to be paid to the City for this development.

(iii) Future Erin Mills Development (Neighbourhood 707) Indicate that no Major Watercourse Improvement Levies are to be paid to the City for that 16.5 ha portion of the development which drains to the east.

T-86106
T-86052

RECOMMEND ADOPTION

11. Report dated October 14, 1988, from the Commissioner of Public Works regarding the Flood and Erosion Control Study – Phase 1
Little Etobicoke Creek.

In recognition of the existing and potential hazards which exist along Little Etobicoke Creek, the City of Mississauga in conjunction with the Metropolitan Toronto and Region Conservation Authority retained the firm of Cumming Cockburn Limited to complete a comprehensive assessment of the problems and to develop the optimum remedial works program. Results of the study are given in the report entitled "A Preliminary Engineering Study for Flood and Erosion Control – Little Etobicoke Creek" dated October 1988.

Results of the preliminary engineering study indicate that a sufficient level of flood hazard exists at each of the previously referenced damage centres to warrant the undertaking of a site specific flood mitigative scheme. The high priority sites are considered to be: The Brick, Tyndall Property and Dixie Road East and West area.

In terms of erosion, the high priority sites are considered to be upstream of Dundas Street and within the Applewood Hills Park.

RECOMMENDATION:

(a) That the City of Mississauga in conjunction with the Metropolitan Toronto and Region Conservation Authority proceed with the following required works subject to obtaining the necessary approvals, public input and funding.

		Estimated Construction Cost – $
1.	Dixie Road – flood control	870,000
2.	The Brick – flood control	85,000
3.	Tyndall Nursing Home – flood control	262,000
4.	Seddlecomb Drive – flood control	45,000
5.	Bloor Street – flood control	23,000
6.	Dundas St. northerly – erosion control	40,000
7.	Applewood Hills Park – erosion control	104,500

(b) That a public meeting be held on October 27, 1988 in conjunction with the Metropolitan Region Conservation Authority to obtain public input with regard to the proposed Dixie Road area flood protection works.

The consultant, Cumming Cockburn Limited, will make a presentation to the Committee.

J.05.86035.01

RECOMMEND ADOPTION

12. Report dated October 4, 1988, from the Commissioner of Public Works regarding 1647 Northmount Avenue and 878, 884, 888 South Service Road - release of Northmount Group securities including deposit for reinstallation of curbs on South Service Road at Northmount Avenue and deposit for protection of municipal services, and draw on Northmount Group lot grading securities to offset the costs incurred by the homeowners to complete their own lot grading.

In October 1978, the Northmount Group provided a Letter of Credit in the amount of $1,920.00 to be drawn upon by the City of Mississauga to the extent required for the reinstallation of curbs on the South Service Road at Northmount Avenue.

In August 1984, the Northmount Group provided a cash deposit in the amount of $5,829.00 as securities for the four new houses at the southeast corner of Northmount Avenue and the South Service Road. The securities are made up of a $1,000.00 lot grading deposit for each of the four lots and a total of $1,829.00 for municipal service protection based on the frontage rate of $25.00 per metre.

The Northmount Group constructed the dwellings to the stage of the wooden super structure and as a result of financial difficulties then sold all four homes. The grading, topsoiling and sodding works had not been completed at the time of sale.

In December 1986, this matter was reviewed with the Legal Department and it was their opinion that the $1,000.00 lot grading securities could be utilized by the homeowner to offset the cost of grading the property in accordance with the preliminary lot grading certificate.

The City holds a Letter of Credit in the amount of $1,920.00 to be drawn upon to the extent required for the proper reinstallation of the curbs on the South Service Road at Northmount Avenue. This department has inspected the curbs on the South Service Road at Northmount Avenue and has found them to be satisfactory.

The City holds a security of $1,829.00 for municipal services protection and a total security of $4,000.00 for lot grading of the four residential lots. The grading, topsoiling and sodding of the four lots has been carried out by each of the four homeowners and at their cost. There still remain a few grading deficiencies requiring attention, typically clearing, topsoiling and sodding of local areas within the City's road allowance. Final lot grading certificates have not been received by this department for any of the four residential lots.

RECOMMENDATION:

That with respect to the securities deposited with the City by the Northmount Group for the development of 1647 Northmount Avenue and 878, 884 and 888 South Service Road:

(a) that the City return the developer's Letter of Credit (current value $1,920.00) securing the completion and reinstallation of the curbs on the South Service Road at Northmount Avenue;
(b) that the City return the developer's security in the amount of $1,829.00 for municipal services protection, upon verification of the municipal services surrounding the site by the Public Works Department;
(c) that the requirement for final lot grading certificates be waived for each of the four lots upon receipt of a letter from each of the four homeowners confirming that they are satisfied with their grading and are aware of their responsibilities with respect to lot grading;
(d) that the Commissioner of Finance be authorized to draw on the developer's securities for lot grading in the full amount of $4,000.00;
(e) that the Commissioner of Finance be authorized to forward $1,000.00 to each of the four homeowners upon their rectification of all outstanding grading deficiencies and their written confirmation that they are satisfied with their grading and are aware of their responsibilities with respect to lot grading.

B.01.01

RECOMMEND ADOPTION

13. Report dated October 12, 1988, from the Commissioner of Public Works in response to a petition from the residents of McGill Street regarding the following three items:

1. Deletion of the walkway from the westerly end of McGill Street through to the apartment building at 100 Dundas Street West,

   The walkway between the westerly end of McGill Street and the apartment building at 100 Dundas Street West should be reviewed by the Recreation & Parks Department and the School Boards, and if not required for these purposes, Council should consider petitioning all area residents with respect to closure of the walkway.

2. Installation of additional streetlighting on McGill Street,

   An additional streetlight should be considered in the 1989 Streetlighting Current Budget.

3. The maintenance of McGill Street, in particular asphalt surface, paint on the guardrail at the end of the street and winter snowplowing.

The guardrail at the end of McGill Street has been painted and no further action is required with respect to repaving or additional snowplowing.

RECOMMENDATION:

That the following apply with respect to that section of McGill Street from Camilla Road to its westerly terminus.

(a) that the Public Works Department request the School Boards and the Recreation & Parks Department to comment on the need for the walkway link and report back to Council at a later date;
(b) that the Public Works Department review the streetlighting on McGill Street in conjunction with the Public Works 1989 Current Budget proposals;
(c) that no action be taken on resurfacing or altering the snow removal priorities.

E.02.14.01
F.03.01
E.02.06.01

RECOMMEND ADOPTION

14. Report dated October 5, 1988, from the Commissioner of Public Works in response to a request from the three Business Improvement Areas (B.I.A.'s) with respect to the provision of distinctive street name signage for their areas.

The Planning and Building and Public Works Departments have developed a proposed street name sign which can be manufactured in the Public Works Department sign shop and can be adapted for use in each of the B.I.A. areas by the use of different colours and distinctive decals.

The design of the signs has been reviewed with the B.I.A. executives of the Streetsville, Port Credit and Clarkson area and they agree with the sign design. The estimated costs for this program would be as follows:

1.	Clarkson	$ 3,000.00
2.	Streetsville	8,000.00
3.	Port Credit	9,000.00
		$20,000.00

Only the Clarkson B.I.A. has funds currently allocated in their C.A.I.P. budget. No funds are available from Streetsville or Port Credit at this time. Funds are not provided for in the Public Works Department 1988 Current Budget for this program.

RECOMMENDATION:

(a) That the City of Mississauga undertake the special district street name signs in the Clarkson, Port Credit and Streetsville Business Improvement Areas.

(b) That funds be transferred in the amount of $20,000.00 from the General Contingency Account to the Public Works Department Current budget for the installation of Special District Street Name Signage in the Clarkson, Port Credit and Streetsville Business Improvement Areas.

(c) That the report dated October 5, 1988 from the Commissioner of Public Works be forwarded to the Clarkson, Port Credit and Streetsville Business Improvement Area Executive for their information.

A.01.08.01
J.04.02

RECOMMEND ADOPTION

15. Report dated October 13, 1988, from the Commissioner of Public Works regarding the temporary closure of Second Line West, between Bancroft Drive and Donway Drive.

Under the terms of the Servicing Agreement for Credit Valley Meadows Subdivision, the developer is required to reconstruct Second Line West from Bancroft Drive to Donway Drive. This road closure is necessary in order to reconstruct the roadway along Second Line West as well as install the proposed underground services and the service connections for the lots fronting onto Second Line West. Due to the wide excavations required to install these services, it is not possible to maintain traffic along the existing road bed during construction.

RECOMMENDATION:

That a by-law be enacted to implement the closure of Second Line West between Bancroft Drive and Donway Drive from November 1, 1988 at 7:00 am. to December 2, 1988 at 7:00 pm. for the purpose of construction of underground services and road base.

T-83015
F.02.04.03

RECOMMEND ADOPTION

16. Report dated October 13, 1988, from the Commissioner of Public Works regarding the temporary closing of Seaview Drive connection from Winston Churchill Blvd to Bushland Crescent.

The Ward Councillor and several of the area residents have become concerned with the temporary connection of Seaview Drive from Bushland Crescent to Winston Churchill Blvd.

The original design of this subdivision in the early 1970s called for the only access to Winston Churchill Blvd to be via Stockholm Road to the south. However, Bushland Crescent and Seaview Drive were cut off from Stockholm Road because of a small holdout property fronting on Winston Churchill Blvd and therefore the temporary road connection over lot 68 of the subdivision was installed as a temporary measure.

A subdivision application was received in 1985 for the lands between Stockholm Road and Seaview Drive, however the plan has shown little activity over the last two years.

It was suggested that the area residents be polled to determine their wishes with respect to maintaining the access over lot 68 recognizing that the subdivision to the south which would complete Bushland Crescent may not evolve for some time.

Based on the results of the questionnaire and the fact that the Region of Peel has not expressed a desire to close the Seaview Drive extension at Winston Churchill Blvd from a safety standpoint, the Seaview Drive extension from Bushland Crescent to Winston Churchill Blvd across lot 68 of RP-641 should be maintained until such time as the subdivision to the south proceeds allowing Bushland Crescent to be connected with Stockholm Road.

RECOMMENDATION:

That the extension of Seaview Drive from Winston Churchill Blvd to Bushland Crescent across lot 68 of RP-641 be maintained until such time as Bushland Crescent can be extended to Stockholm Road.

T-85018
F.02.03

RECOMMEND ADOPTION

17. Report dated October 18, 1988, from the Commissioner of Public Works regarding the safety of children on Bristol Road.

At the Council meeting of October 11, 1988 a decision was made to build McLaughlin Road to a two lane facility with a left turn lane at intersections and a continuous left turn lane where land is available rather than the original Public Works Department proposal of a five lane cross-section. At this Council meeting a deputation appeared concerned about the safety of children on Bristol Road due to any increased traffic which might result from the reduction of the widening of McLaughlin Road. Council subsequently directed staff to prepare a report on the issues raised by the deputation including whether Bristol Road can accommodate any diverted traffic and whether sidewalks can be constructed on the west side of McLaughlin Road.

Concern has been expressed by residents along Bristol Road between McLaughlin Road and Hurontario Street that with the construction of McLaughlin Road as a two lane facility north of Bristol Road, traffic will be encouraged to use Bristol Road to gain access to Hurontario Street. Initially it is not expected that this will occur, however, in the future as traffic volumes increase along McLaughlin Road, this could occur. Bristol Road is designated as a major collector roadway, and has presently been constructed to a four lane facility. Bristol Road should be able to accommodate any additional traffic diverted due to the decision to reconstruct McLaughlin to two lanes. Existing and future sidewalks and future traffic signals will provide protection for pedestrians travelling along and crossing Bristol Road. In the long term, even with the construction of Mavis Road, it is expected that a deficiency will occur in north-south road capacity in this area. It is not proposed to construct a sidewalk on the west side of McLaughlin Road as it would necessitate the cutting of trees.

RECOMMENDATION:

That the report dated October 18, 1988 from the Commissioner of the Public Works Department providing an update on the safety of children on Bristol Road, be received for information.

J.05.88008.1

RECOMMEND RECEIPT

18. Report dated October 18, 1988, from the Commissioner of Public Works regarding the 1988 Santa Claus Parade.

The Knights of Columbus are coordinating the 1988 Santa Claus Parade on Sunday, November 20, 1988 between the hours of 1:00 p.m. and approximately 4:00 p.m. In order to accommodate the parade they have requested a number of road closures.

The parade will stage at the Hillcrest Avenue 'GO' station, head east on Hillcrest Avenue, north on Hurontario Street, west on Burnhamthorpe Road, north on Civic Centre West Road, east on City Centre Drive in front of the Civic Centre and disperse at Square One. The parade will utilize the south side of Burnhamthorpe Road in order that it may pass directly in front of the Sussex Centre where a special congregation of handicapped children will be present. The V.I.P. viewing area will be located in front of the Civic Centre.

The Knights of Columbus have secured arrangements with the Peel Regional Police for traffic and crowd control, and with the Public Works Department for the supply and installation of all related signage. This signage will include advance notification, detour, road closure and barricades. The group has been advised to secure permission from 'GO' Transit and Square One for the use of their respective properties.

Traffic will be detoured around the parade using Dundas Street to the south, Confederation Parkway and Mavis Road to the west, Eglinton Avenue and Rathburn Road to the north and Central Parkway and Cawthra Road to the east.

Complete road closures are necessary due to the magnitude of this event; to allow for adequate viewing areas; and to ensure crowd control and an adequate level of safety. All emergency and essential services will be advised by the Public Works Department.

The Knights of Columbus have been advised that proof of liability insurance in the amount of two million dollars with the City as a named insured, and completion of a road closure permit are requirements prior to this event.

RECOMMENDATION:

(a) That a by-law be enacted to implement the following road closures for the 1988 Santa Claus Parade on Sunday, November 20, 1988:

(i) Hillcrest Avenue between Confederation Parkway and Hurontario Street, 7:00 a.m. - 2:00 p.m.
(ii) Hurontario Street between Dundas Street and Robert Speck Parkway, 1:00 p.m. - 4:00 p.m.
(iii) Burnhamthorpe Road between Robert Speck Parkway and Confederation Parkway, 1:00 p.m. - 4:00 p.m.
(iv) Civic Centre West Road between Burnhamthorpe Road and Civic Centre North Road, 1:00 p.m. - 4:00 p.m.
(v) Civic Centre North Road between Civic Centre West Road and Duke of York Boulevard, 1:00 p.m. - 4:00 p.m.
(vi) Duke of York Boulevard between City Centre Drive and Civic Centre North Road, 1:00 p.m. - 4:00 p.m.
(vii) City Centre Drive between Civic Centre West Road and Duke of York Boulevard, 1:00 p.m. - 4:00 p.m.

(b) That the Knights of Columbus provide proof of liability insurance in the amount of at least Two Million Dollars ($2,000,000) naming the City as insured and complete a road closure permit with the Public Works Department.

F.02.04.05

RECOMMEND ADOPTION

19. Report dated October 4, 1988, from the Commissioner of Public Works in response to concerns from Mr. Walter Klein, 2151 Stillmeadow Road regarding parking on Stillmeadow Road.

Public Works personnel have reviewed on-street parking on Stillmeadow Road at the south limit barrier in response to Mr. Klein's concerns. The barrier separates Stillmeadow Road from Lynchmere Avenue. Vehicles are consistently parked in the vicinity of this barrier obstructing the sightlines at Mr. Klein's driveway. Mr. Klein has requested a 'no parking' restriction from the barrier to a point fifteen metres north-westerly thereof. Upon review of this area it was found that a restriction of 9 metres would be more feasible since it would not effect parking for neighbouring residents. Visibility and safety would be greatly increased if parking were prohibited on this section of Stillmeadow Road.

RECOMMENDATION:

That a by-law be enacted to amended By-law 444-79, as amended, to implement a parking prohibition on the east side of Stillmeadow Drive from the south limit to a point 9 metres north westerly thereof.

F.06.04.02

RECOMMEND ADOPTION

20. Report dated October 4, 1988, from the Commissioner of Public Works in response to a request from Mr. John Rimmer of 4135 Colonial Drive, to reduce the posted speed limit in the area of All Saints Elementary School located on Colonial Drive. The school was opened for the 1988 school year.

Currently, there is a 50 km/hr speed limit on Colonial Drive along the section fronting All Saints School. In keeping with Departmental practice, the speed limit should be reduced to 40 km/hr in the area of the school frontage.

Implementing a reduced speed school zone should help to reduce potential hazards to the students and increase the level of safety. Additional studies regarding an all-way stop and school crossings are currently being conducted as a result of requests from the school principal and area residents. Upon their completion, the results will be forwarded to the Committee with appropriate recommendations.

RECOMMENDATION:

That a by-law be enacted to amended By-law 444-79, as amended, to implement a reduced speed 40 km/hr school zone on Colonial Drive between Thorncrest Drive and a point 83 metres north of Drummond Road.

F.06.04.10

RECOMMEND ADOPTION

21. Report dated October 14, 1988, from the Commissioner of Public Works in response to a petition from Kingsbridge/ Heritage Hills Community Group Association for all-way stops.

The Public Works Department has recently conducted turning movement counts at the subject locations. The intersection of Westbourne Terrace and Winfield Terrace was omitted due to the lack of both side street volumes and collisions. Only one accident has occurred at this intersection involving a pedestrian. The driver had been travelling at approximately 40 km/hr and was not charged since the pedestrian started onto the street from between two parked vehicles. This would therefore be considered an isolated incident and not a basis for the installation of an all-way stop.

Although the intersection of Heritage Hills Boulevard and Winfield Terrace currently falls slightly short of meeting warrants, an all-way stop could be implemented due to the increasing development in the area. It is apparent that warrants will soon be satisfied, and that traffic conditions may improve with all-way stop installation.

In addition, St. Matthew's Elementary School was recently opened on Kingsbridge Garden Circle between Huntington Ridge Drive and Winfield Terrace. It is Department policy approved by Council to reduce the speed limit in such residential school zones to 40 km/hr. This should help to increase the overall level of safety for area school children.

RECOMMENDATION:

That a by-law be enacted to amended By-law 444-79, as amended, to implement the following:

(a) An all-way stop at the intersection of Heritage Hills Boulevard and Winfield Terrace;
(b) A reduction in maximum speed limit on Kingsbridge Garden Circle between Huntington Ridge Drive and Winfield Terrace, to 40 km/hr.

F.06.04.05

RECOMMEND ADOPTION

22. Report dated October 20, 1988, from the City Clerk regarding the parkland overdedication by Menkes Developments Inc.

As a condition of draft plan approval, Block 10 on draft plan of subdivision 21T-86034M was accepted by the City to satisfy the parkland requirement. The total parkland dedication exceeds the required dedication by 0.484 acres. The additional lands are required for inclusion to the existing park to accommodate a buffer area near the sports facilities at Dunton Athletic Field.

An appraisal report has been completed which estimates the value of the overdedicated lands at $217,800.00. Menkes Developments Inc. has agreed to accept this amount as full compensation and is prepared to release any and all claims with respect to the dedication.

Recreation and Parks Department have advised that sufficient funds exist under account P.N. 87-801.

RECOMMENDATION:

That the sum of $217,800.00 be approved as full compensation for 0.484 acres of parkland overdedicated by Menkes Developments Inc. in connection with plan of subdivision T-86034.

B.02.86034

RECOMMEND ADOPTION

23. Report dated October 18, 1988, from the City Clerk regarding the closure of Part of the Original Road Allowance Between Lot 8, Range 5, N.D.S. and Lot 23, Concession 2, N.D.S.

As part of the development of adjacent lands, an unnamed original road allowance was required to be conveyed to be developed in conjunction with the adjacent plans of subdivision. Although the road was never travelled, it is necessary to close the road allowance pursuant to the provisions of Section 298 of the Municipal Act. Council, at its meeting on September 26, 1988, enacted By-law No. 635-88 stopping up the road allowance.

Council Resolution #353-88 not only authorized the stopping up of the road allowance but also the conveyance to the abutting owners at market value, pursuant to City policy. However, discussions with the solicitors for the abutting owners, the City's Legal and Public Works Department have determined that pursuant to Section 318 (1) of the Municipal Act "a person in possession of the whole or any part of an original allowance for road in place of which he or any of his predecessors in title has laid out and opened a new road or street without receiving compensation for the site of it is entitled to the soil and freehold of such allowance or part of it and, if it has not already been conveyed to him or to his predecessor in title, to a conveyance of it".

It has come to our attention that By-law 150 of the Township of Toronto referred as part of the recital of consideration "another road having been allowed across the said lot in lieu of the original, and no consideration having been paid by the authorities for the same". This appears to refer to the old Streetsville Road, commonly known as Creditview Road. Therefore, the owners abutting the road allowance stopped up pursuant to By-law No. 635-88 are entitled to a gratuitous conveyance. The Legal and Public Works Departments concur with this recommendation.

RECOMMENDATION:

(a) That the stopped up part of the unnamed road allowance comprised of lands between Lot 8, Range 5, NDS and Lot 23, Concession 2, NDS stopped up pursuant to By-law No. 635-88 and registered on title as Instrument No. 866876 be conveyed gratuitously to the abutting owners.

(b) That a by-law be enacted authorizing execution of transfers of lands closed by By-law No. 635-88 to the abutting owners pursuant to the provisions of Section 318 of the Municipal Act, R.S.O. 1980.

T-86017
OZ/44/86
E.02.02.02.45

RECOMMEND ADOPTION

24. Report dated October 5, 1988, from the Commissioner of Public Works regarding proposed increase in brokerage dues for Aerofleet Service Ltd.

This report was considered by the Public Vehicle Authority at its meeting October 17, 1988, and the following recommendation adopted:

That the report and recommendation dated October 5, 1988, from William P. Taylor, Commissioner of Public Works, regarding a proposed increase in brokerage dues for Aerofleet Services Ltd., be referred to Council, pending clarification by the Public Works Department, of the date the letter of notification was received by City staff.

Staff have determined that it was possible that the request could have been received on Friday, September 30, 1988, and stamped in on Monday morning October 3, 1988, thus giving one month's notice before the requested implementation date.

Since all other notification requirements have been met and it cannot be determined that the request was not received in September, Staff have no objection to the effective dated being November 1, 1988.

RECOMMENDATION:

That Aerofleet Services Ltd. notification to increase their brokerage dues from $300.00 to $340.00 per month be effective November 1, 1988.

L.08.04.01

RECOMMEND ADOPTION

25. Report 9-88 of the Public Vehicle Authority meeting held on October 17, 1988.

A.03.04.01

RECOMMEND ADOPTION
(with the exception of PVA-63-88)

26. Report 7-88 of the Traffic Safety Council meeting held on October 19, 1988.

A.03.04.11.02

RECOMMEND ADOPTION

IN CAMERA TWO PROPERTY MATTERS

Corporate Report

Received by Clerk's Dept. OCT 18 1988

Clerk's Files F.05.04.05

OCT 26 1988

OPERATIONS/WORKS

Originator's Files 15 111 00010

DATE: October 17, 1988

TO: Chairman and Members of Operations and Works Committee

FROM: William P. Taylor, P. Eng., Commissioner of Public Works

SUBJECT: Plastic Recycling

ORIGIN: Public Works Department

COMMENTS: On June 1, 1986 the City of Mississauga implemented Blue Box curbside recycling for paper, bottles and cans. This program has resulted in approximately 10% of household waste being diverted from the landfill and recycled.

In order to increase the amount of household waste being recycled it is necessary to look at other materials which can be recycled, and we believe that the next step would be to implement a pilot project to collect mixed plastics as part of the Blue Box program. It is our suggestion that the plastics from the households be placed in a plastic bag on top of the Blue Box and that this be picked up at no additional cost to the City by the contractor, Laidlaw.

We have established a pilot area of approximately 2,200 homes which is on a Monday route and is an entire recycling truck route as shown on the attached map.

The cost to the City of the pilot plastic recycling project will be minimal from a collection standpoint as it will be done as part of the Blue Box; however, Laidlaw will be paid for baling the plastic which is estimated to be one bale every two weeks. In addition, the City will have a cost for printing brochures and distributing same to the 2,200 households and the cost of this printing and distribution is estimated to be $1,200.

The bales of collected plastic will be stored at the Mavis Road Yard until they are of sufficient quantity to be picked up by an end user. The end user will not be charged for this material but will provide the City with a rating of the quality of the plastic in each bale (high, medium or low) and will advise of the uses made of the plastic when recycled.

.....2

1(a)

The pilot project will last from December 1, 1988 to May 31, 1989 and in that period of time it is the goal of the Public Works Department to ascertain an end user for recycled plastics so that on June 1, 1989 we can embark on a City-wide curbside mixed plastic recycling program.

CONCLUSION: During the pilot plastic recycling project we must find a market for plastics when collected City wide. This market will depend on the quality of the plastics collected during the pilot project. The Public Works Department will report to Operations and Works Committee by April 15, 1989 on the feasibility of a City-wide plastic recycling program commencing June 1, 1989.

RECOMMENDATION:

1. That a pilot project for mixed plastic recycling for 2,200 homes in the City of Mississauga be implemented December 1, 1988.

2. That the publicity for the plastic recycling pilot project be distributed to the homes involved during the week of November 21, 1988 as shown on the attached map.

3. That the Public Works Department report to Operations and Works Committee by April 15, 1989 on the cost of and the market for a City-wide plastic recycling program.

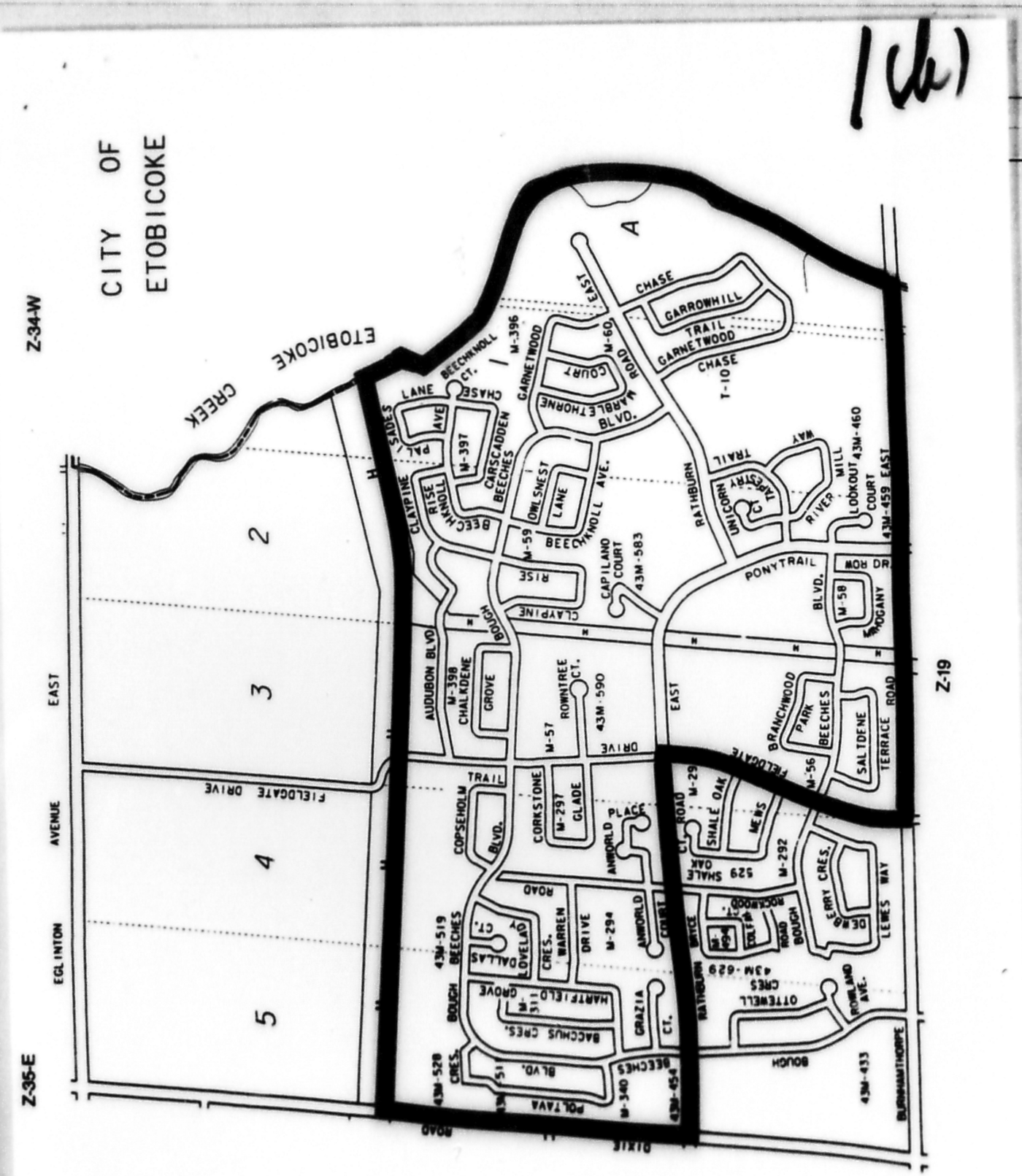
William P. Taylor, P. Eng., Commissioner of Public Works

WPT:el

0495E/199E

1(b)

CITY OF ETOBICOKE



2

Corporate Report

Received by Clerk's Dept. OCT 18 1988

Clerk's Files F.05.04.07

OCT 26 1988

OPERATIONS/WORKS

Originator's Files 15 111 00003
15 111 00010

DATE: October 17, 1988

TO: Chairman and Members of Operations and Works Committee

FROM: William P. Taylor, P. Eng., Commissioner of Public Works

SUBJECT: Composting of Organics

ORIGIN: Public Works Department

COMMENTS: In order to substantially increase the percentage of household solid waste which is recycled and thus dramatically reduce the amount of material reaching landfill sites, E.F.W. and R.D.F. plants, it will be necessary to go beyond the Blue Box and implement wet-dry garbage collection.

If we implement wet-dry collection we will be one of the first large municipalities in North America to do so. We have talked to the Region of Peel and they are prepared to compost on a trial basis wet household wastes (vegetable scraps, leftovers, egg shells, tea leaves, coffee grounds) plus yard wastes (cut grass, garden wastes, leaves) at a site to be determined (Britannia is the preferred and logical site) for at least a year from June 1, 1989 to May 31, 1990. This trial period will determine the type of structure composting should be carried out in, whether material should be shredded prior to composting, cost and salability of finished product.

We are implementing the trial period at the start of the twice-a-week pickup in 1989 in order to make it easier for the taxpayer. It may be necessary to extend the twice-a-week collection after September 1, 1989 for the trial area selected if this approach appears to make wet-dry collection viable. This would increase our collection costs for the last four months of 1989.

We will obtain biodegradable bags for the homeowners in the trial area; however, a supplier and the cost will be determined prior to 1989 budget approval.

.....2

2(a)

Our contractor, Laidlaw Waste Systems, is prepared to cooperate in all City of Mississauga recycling enhancement programs. However, there will be costs to the City by Laidlaw for this trial period after September 1, 1989.

CONCLUSION: The one-year trial period for approximately 1,500 homes will determine the quality and dollar value of compost which can be produced from household wastes in Mississauga. We will also determine the size and capital operating cost of a full-size composting site for Mississauga and/or Peel.

We have also arranged with the Region of Peel and Laidlaw to pick up Christmas trees on the first two Wednesdays in the new year - January 4 and January 11, 1989. These trees will be taken to the Region's Derry Road Yard for chipping and transportation to the ultimate end user.

RECOMMENDATION:

1. That a wet-dry collection be implemented for an area of approximately 1,500 homes in the City of Mississauga starting June 1, 1989.

2. That the Region of Peel be requested to provide an area at the Britannia landfill site for composting commencing June 1, 1989. The area must to be a covered area and will be monitored jointly by Peel and Mississauga staff.

3. That the City of Mississauga provide a separate pickup for Christmas trees on January 4 and January 11, 1989 for delivery to the Region of Peel Works Yard at Derry Road and Highway 10 for processing.

William P. Taylor

William P. Taylor, P. Eng., Commissioner of Public Works

WPT:el

0495E/199E

3

Corporate Report

Received by Clerk's Dept. OCT 18 1988

Clerk's Files A.06-01

OPERATIONS/WORKS OCT 26 1988

Originator's Files

DATE: October 17th, 1988.

TO: OPERATION & WORKS COMMITTEE

FROM: G. E. Bentley, Fire Chief

SUBJECT: Security Boxes

ORIGIN: Fire Department

BACKGROUND: The Province of Ontario recently passed Bill 79, An Act to Amend the Occupational Health and Safety Act which implements the workers' right to know legislation related to hazardous goods. The legislation requires that employers provide the Fire Department with information regarding hazardous goods on their property.

The Fire Code contains requirements for emergency planning and the provision of keys for Fire Department access in certain buildings.

COMMENTS: The new legislation (S.O. 1987 c.29) requires that employers send copies of their material safety data sheets and hazardous goods inventory to the Fire Department. At the present time, the Fire Department will receive approximately 100,000 pieces of paper if all premises regulated by the legislation comply. The purpose of this information is to assist fire fighters when responding to fires in these properties.

The Fire Department does not have the staff nor the systems to accommodate all of the information that it may receive. In addition, the information is virtually useless to the Fire Department unless it can be used by the fire fighters at a fire scene. The most appropriate method of providing this information for fire fighters is to have it available to them when they arrive at a property.

..../2

3(a)

COMMENTS CONT'D.

For many years, property owners have routinely installed security boxes to contain keys for Fire Department access. These security boxes have been installed on a voluntary basis and have been very successful. Larger boxes that would accommodate manuals that can contain the hazardous materials information that is critical to a fire fighting operation, are now available from different suppliers.

The Fire Department has maintained a restricted single locking system for all security boxes. By way of one key, located in each Fire Department vehicle, the fire fighters can have easy access to specific properties without having to incur any damage in opening doors.

Section 2.8 of the Fire Code requires that property owners who have fire alarms, or who have specific types of occupancies, must provide the Fire Department with an emergency plan. This plan normally includes the provision of keys for access. The security box has been the best solution for the storage of required keys. In many cases, where key security boxes are not installed, the keys are not available to the Fire Department when they arrive because they have been misplaced, stolen, or the person with the keys has not been available when required.

Section 210 subsection 42 of the Municipal Act provides authority "for making such other regulations for preventing fires and the spread of fires as the council considers necessary." This section could be used as the City's authority to pass a by-law requiring locked boxes for keys and emergency information.

CONCLUSION:

The most appropriate method of insuring that keys and hazardous materials information are available to responding fire fighters is the provision of a security box located at the main entrance to the premises.

All security boxes must be keyed with the same restricted key to allow the Fire Department rapid access to information and to the property.

RECOMMENDATION:

That a By-law be enacted by Council requiring all property owners, who must provide hazardous materials information or keys to the Fire Department, to install an acceptable security box.

Gordon Bentley

G. E. Bentley, Fire Chief

GEB:jv
c. c. D. A. Lychak, City Manager
Doc. # 1395i

Corporate Report

Received by Clerk's Dept. OCT 19 1988

Clerk's Files D.05.01

Originator's Files

OPERATIONS/WORKS OCT 26 1988

DATE: October 18, 1988

TO: Chairman and Members of the Operations and Works Committee

FROM: E.J. Dowling, General Manager, Transit Department

SUBJECT: **1988 THIRD QUARTER REVIEW**

ORIGIN: Transit Management Team

BACKGROUND: The Transit Management Team is committed to improving the timeliness and quality of operational reporting to Council.

COMMENTS: The target as established in the 1988 Operating Budget was to carry 17.5 million people on an improved system (1 million more than was carried in 1987). Graph 1 shows that performance to September 30, 1988 has exceeded the plan.

Actual ridership to September 30th is approximately 200,000 higher than planned. Total ridership for 1988 is forecast to be between 17.7 and 17.8 million passengers as shown on Graph 2a. The budget target was 41.6 rides per capita and we expect to reach 42.3 rides per capita by year end (Graph 2b), based on a City population of 420,600.

This ridership has created some problems as more buses are full ("closed doors") and are unable to carry more passengers. Ridership growth forecasts indicate that we will continue to experience these problems until additional service can be added to the system. The 1989 Service Plan will address this service gap, and recommend the improvements required to solve these problems.

The level of customer complaints for the first 9 months are 2.3 per 100,000 passengers, or less than 1/10th of 1 percent of all passengers.

.../2

4(a)

Numerous initiatives were planned for 1988 and the following is a brief status report:

Mississauga Transit Strategic Plan

The plan has been completed and the draft will be presented to Council by December 31, 1988.

Mississauga Transit Building Needs Study

The study has been completed by R.E. Winters, and recommendations are included in 1989-98 Captial Budget requests.

Ambassador Project

Over 80 employees have "graduated" from this customer relations training programme since it was started in May 1988.

September Service Implementation

Four new routes were added to the system and have continued to grow steadily from just over 200 passengers per weekday in the first week of operation to nearly 500 passengers per weekday in October (see Graph 3).

Transit Week

The first annual "Transit Week" promotion focussed community attention on Mississauga Transit and resulted in the highest weekday ridership levels ever achieved. Public and employee feedback was very positive and we plan to expand the activities during Transit Week 1989.

"Talking Transit" T.V. Show

The first show aired on Cable 10 in October with shows scheduled for November and December. If response remains positive, we may increase to a bi-weekly rather than monthly show.

Marketing Plan (Phase II)

The plan will be initiated by mid-December with completion scheduled for June 30, 1989.

.../3

During 1988, numerous improvements have been made to the system in April and September. It is estimated that this improved system will carry between 15 and 20% more passengers per weekday in November than the system in place at the start of the year.

A financial overview, Table 1, is attached which outlines major expenditures and revenues. Expenditures are well within plan with under expenditures of $500,000 to $600,000 due to savings in labour costs because of vacancies during 1988 and in vehicle maintenance (fuel, lubricants and repairs).

The average fare has not reached the $0.91 as forecast in the budget. This is due to a major shift from cash fares to tickets and passes. As well, a vacancy in the marketing and sales group during 1988 has resulted in minimal sales revenues versus the amount budgeted. This combination will result in a revenues shortfall of $100,000 to $200,000.

The Revenue:Cost (R:C) Ratio for 1988 was planned at 53% and is expected to be 54% by year-end, based on a net surplus of $400,000 to $500,000.

CONCLUSION: Performance is on target at the end of the third quarter. We expect to exceed the ridership, rides per capita and R:C Ratio targets set in the 1988 Operating Budget while generating a net surplus of approximately $500,000.

RECOMMENDATION: That the Transit Department 1988 Third Quarter Review, as outlined in the report dated October 18, 1988, be received for information.

E.J. Dowling, General Manager,
Transit Department

JR:dp
atts.
1.R/4

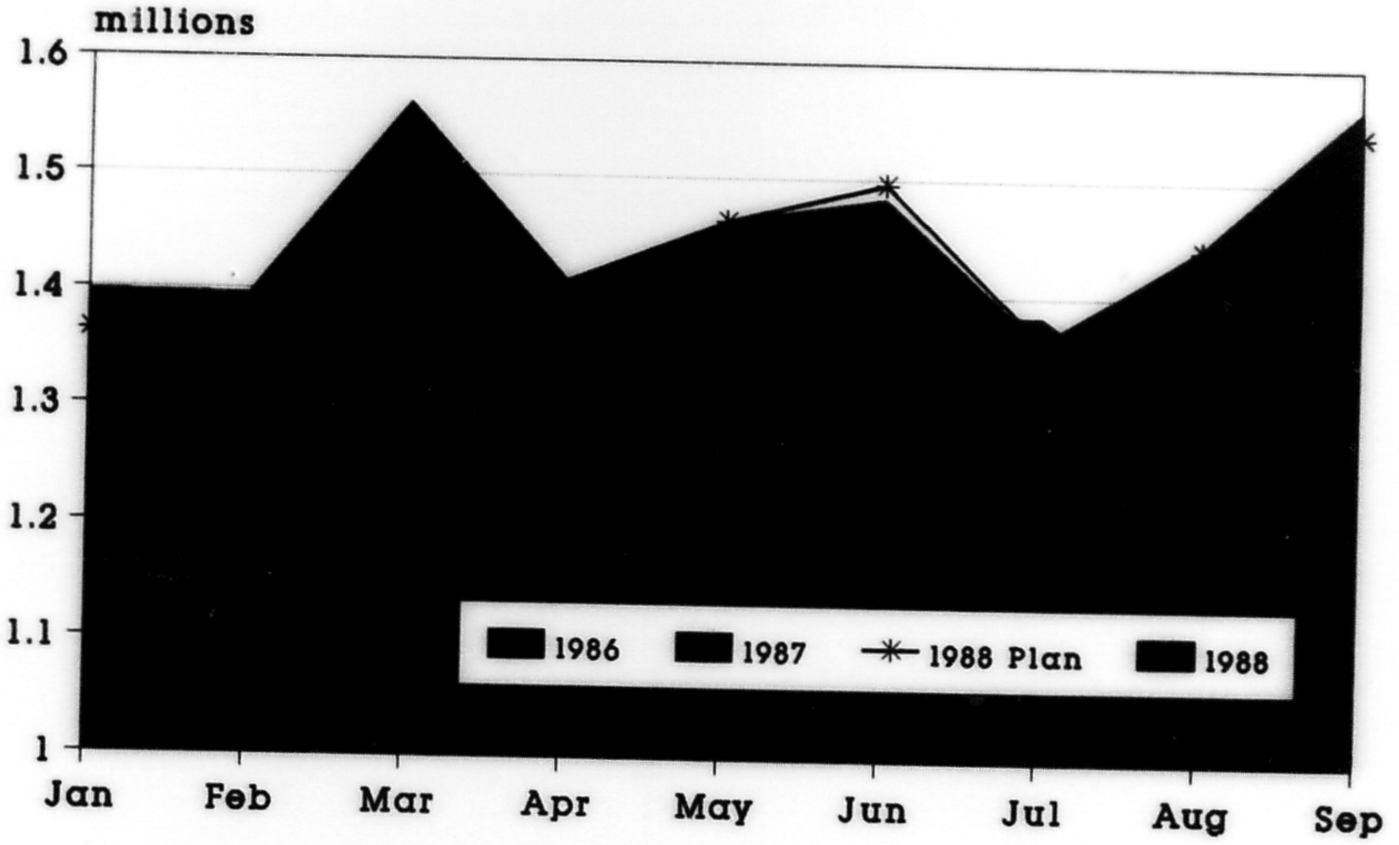
4(c)

1988 FINANCIAL OVERVIEW

DESCRIPTION	1988 TOTAL BUDGET	YEAR-TO-DATE (EARNED/SPENT) ($ x millions)	1988 EST YEAR-END
REVENUE			
Farebox	15.9	11.4	15.8
Advertising & Other	0.3	0.2	0.2
Sub-total	**16.2**	**11.6**	**16.0**
Provinicial Subsidies	6.8	5.1	6.8
Total Revenue	**23.0**	**16.7**	**22.8**
EXPENSES			
Labour Costs	21.0	14.0	20.5
Transportation Costs	6.6	4.5	6.5
Maintenance & Other Costs	3.1	2.0	3.1
Total Expenses	**30.7**	**20.5**	**30.1**
NET CITY COST	**7.7**	**3.8**	**7.3**

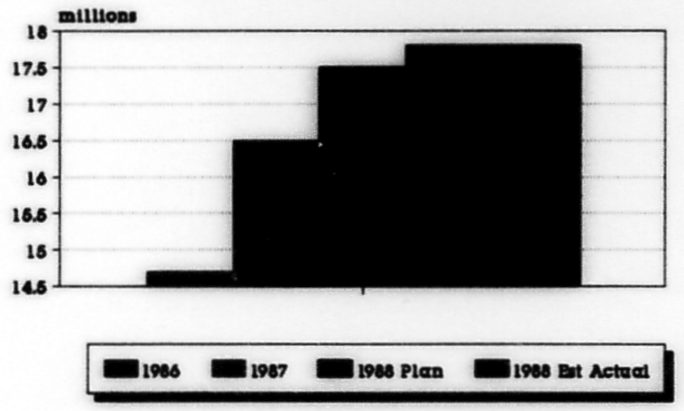
TABLE 1

MONTHLY RIDERSHIP
(expressed in millions)



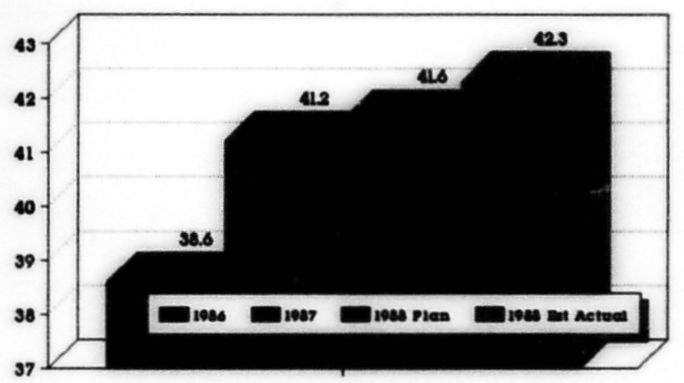
GRAPH 1

ANNUAL RIDERSHIP
(expressed in millions)



Graph 2(a)

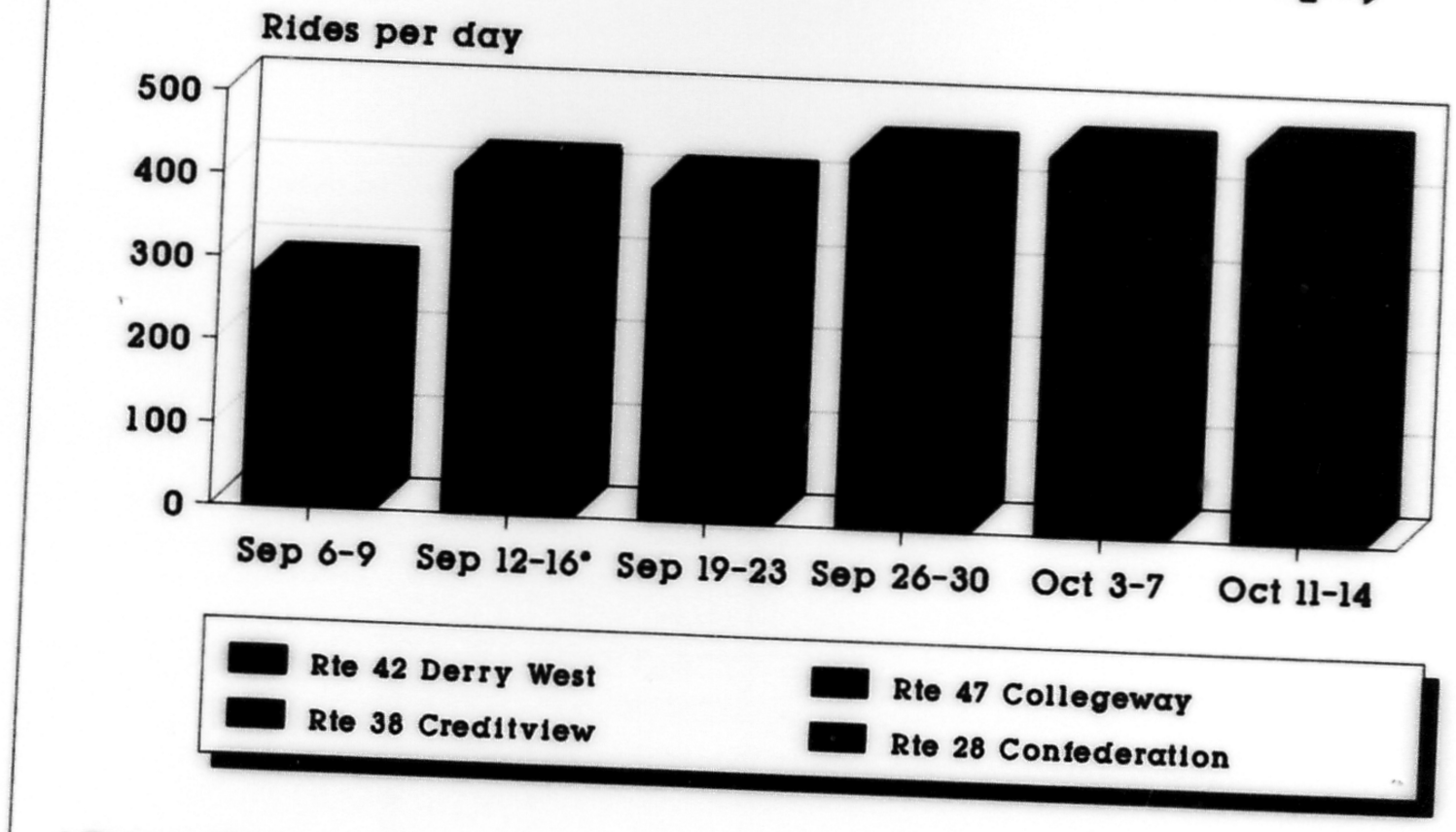
RIDES PER CAPITA
(annually)



* 1988 figures based on pop'n of 420,600

Graph 2(b)

AVERAGE WEEKDAY RIDERSHIP
(weekly ridership/# weekdays)



* Transit Week

GRAPH 3

Corporate Report

Received by Clerk's Dept. OCT 18 1988

Clerk's Files J.05.8800

5

OPERATIONS/WORKS OCT 26 1988

Originator's Files 11 141 00045

DATE: October 6, 1988

TO: Chairman and Members of the Operations and Works Committee

FROM: W. P. Taylor, P. Eng., Commissioner of Public Works

SUBJECT: Consulting Assignments for the Planning and Design of Various Road Projects

ORIGIN: Public Works Department

BACKGROUND: On August 3, 1988, the Operations and Works Committee considered a report from the Commissioner of Public Works regarding the above noted matter (see attached). In that report it was recommended that proposals be requested from consulting engineering firms for the undertaking of planning and design assignments for the following projects:

1. Matheson Boulevard/Renforth Drive Grade Separation
2. Widening of Eglinton Avenue from the Fieldgate Drive area to Highway 427
3. Widening of Hurontario Street from Burnhamthorpe Road to Eglinton Avenue
4. Widening of Hurontario Street from Highway 401 to the north City limits
5. Mavis Road Collector, a south service road along Highway 403 between Mavis Road and Hurontario Street.

COMMENTS: Proposals for these assignments have been received from six consulting engineering firms. These proposals have been analyzed and evaluated by the Public Works Department. In addition, the proposals have been reviewed with staff of the Ministry of Transportation, Metropolitan Toronto and the City of Etobicoke as these agencies will participate in a Technical Co-ordinating Committee to direct the following two projects:

- Matheson Boulevard/Renforth Drive Grade Separation
- Widening of Eglinton Avenue from the Fieldgate Drive area to Highway 427.

... 2

3(a)7

CONCLUSION: It has been concluded that the following consulting engineering assignments should be awarded to the firms as noted:

1. Matheson Boulevard/Renforth Drive Grade Separation - Preliminary Design, Environmental Assessment and Detailed Design - UMA Engineering Limited

2. Widening of Eglinton Avenue from the Fieldgate Drive area to Highway 427 - Preliminary Design, Environmental Assessment and Detailed Design - Delcan

3. Widening of Hurontario Street from Burnhamthorpe Road to Eglinton Avenue - Preliminary Design and Environmental Assessment - Totten Sims Hubicki Associates

4. Widening of Hurontario Street from Highway 401 to the north City limits - Preliminary Design and Environmental Assessment - Totten Sims Hubicki Associates

5. Mavis Road Collector - Functional Planning and Environmental Assessment - McCormick Rankin.

RECOMMENDATION: 1. That the following engineering consulting firms be retained to carry out the planning and design assignments for the following projects:

a) UMA Engineering Limited - Preliminary Design, Environmental Assessment and Detailed Design for the Matheson Boulevard/Renforth Drive Grade Separation.

b) Delcan - Preliminary Design, Environmental Assessment and Detailed Design for the widening of Eglinton Avenue from the Fieldgate Drive area to Highway 427.

c) Totten Sims Hubicki Associates - Preliminary Design and Environmental Assessment for the widening of Hurontario Street from Burnhamthorpe Road to Eglinton Avenue and from Highway 401 to the north City limits.

d) McCormick Rankin - Functional Planning and Environmental Assessment for the Mavis Road Collector.

... 3

RECOMMENDATIONS: (Continued)

2. That the Mayor and Clerk be authorized to execute the necessary engineering agreements.

William P. Taylor

W. P. Taylor, P. Eng.
Commissioner
Public Works Department

KJS/edm
0812E/151E

5(a)

Corporate Report

Received by Clerk's Dept. JUL 28 1988

Clerk's Files J.05.88000

AUG 3 1988

Originator's Files 11 141 00045

DATE: July 26, 1988

TO: Chairman and Members of the Operations and Works Committee

FROM: W. P. Taylor, P. Eng., Commissioner of Public Works Department

SUBJECT: Consulting Assignments for the Planning and Design of Various Road Projects

ORIGIN: Public Works Department

BACKGROUND: The 1988 Capital Budget and Forecast includes a number of road construction projects whose planning and design should be proceeded with at this time. The following projects fall into this category:

Matheson Boulevard/Renforth Drive Grade Separation

Widening of Eglinton Avenue from the Fieldgate Drive area to Highway 427

Widening of Hurontario Street from Burnhamthorpe Road to Eglinton Avenue

Widening of Hurontario Street from Highway 401 to the north City limits

Mavis Road Collector, a south service road along Highway 403 between Mavis Road and Hurontario Street

COMMENTS: A brief description of each project is provided as follows:

1. Matheson Boulevard/Renforth Drive Grade Separation

This project will involve a grade separation over Renforth Drive, a southbound to westbound ramp from Renforth Drive to Matheson Boulevard, the necessary relocation and improvement to the Highway 401 ramps at Renforth Drive and associated widenings and improvements to Eglinton Avenue and Renforth Drive. These works will provide improved accessibility for the development occurring in the Airport Corporate Centre between Eglinton Avenue and Highway 401.

...2

5(a)

COMMENTS: (Continued)

The preliminary design, environmental assessment, detailed design and tender preparation of these works should be proceeded with.

The estimated cost of this work is $225,000.

This project will be directed by a Technical Coordinating Committee consisting of staff of the City of Mississauga, Ministry of Transportation of Ontario, Metropolitan Toronto and the City of Etobicoke.

2. Widening of Eglinton Avenue from the Fieldgate Drive area to Highway 427

The section of Eglinton Avenue from the Etobicoke Creek to Renforth Drive is a Mississauga/Metropolitan Toronto boundary road under the jurisdiction of Metropolitan Toronto. The City of Mississauga proposes to widen Eglinton Avenue from the proposed Highway 403 Arterial Road in the vicinity of Fieldgate Drive to Highway 427 to a basic six-lane cross-section (with turning lanes where necessary) such that the outer two lanes can operate as exclusive bus lanes.

The preliminary design, environmental assessment, detailed design and tender preparation for this project should be carried out.

The estimated cost of this work is $200,000.

This project will be directed by the same Technical Coordinating committee as the Matheson Boulevard project.

3. Widening of Hurontario Street - Burnhamthorpe Road to Eglinton Avenue

This project involves two major intersections (Burnhamthorpe Road and Eglinton Avenue) as well as major streetscape components in accordance with the Baird Sampson Report. Therefore, it is recommended that work proceed on the preparation of a preliminary design and Environmental Assessment Report.

The estimated cost of this work is $150,000.

...3

5 (e)

ontinued) 4. Hurontario Street - Highway 401 to North City Limits

The City is currently processing development applications on both sides of Hurontario Street from Highway 401 to the North City limits. These developments will result in six new intersections on Hurontario Street between Highway 401 and the North City Limit. These new intersections will be required during late 1988 and 1989. The cost of intersection improvements will be assessed to the developers. In addition, the existing and projected traffic levels indicate the need to construct this section to six lanes plus turning lanes where required. In view of the number of intersections and the anticipated timing of area development, the City should undertake the work in 1989. In this way the necessary work can be integrated into one coordinated project.

Preliminary design and the necessary Environmental Assessment should be carried out at this time.

The estimated cost of this work is $75,000.

5. Mavis Road Collector

The Mavis Road collector is an east-west road which runs easterly from Mavis Road to the City Centre Area south of Highway 403. The road is shown in the existing City Centre Secondary Plan. The need for the collector road was further confirmed in the Mississauga Transportation Study as well as in the Highway 403/City Centre Feasibility Study and is an important component for the Transportation network for the City Centre Area.

In view of the roadway's location within the Parkway Belt and proximity to existing residential development, it is felt that functional planning and environmental assessments should be carried out to enable the necessary approvals to be obtained. The estimated cost for this work is $150,000.

A brief review of staff workload indicates that the above five projects cannot be carried out by existing staff without serious and unacceptable delays to other on-going work. As a result, consultants should be engaged to carry out the necessary work.

... 4

5(1)

CONCLUSION: The planning and design of the above described road construction projects should be proceeded with at this time. Consultants should be engaged to carry out the work because of the existing workload of staff.

RECOMMENDATIONS: a) That the budget for the planning and design of the following road construction projects be approved as follows:

Matheson Boulevard/Renforth Drive Grade Separation	$225,000
Widening of Eglinton Avenue from the Fieldgate Drive area to Highway 427	200,000
Widening of Hurontario Street from Burnhamthorpe Road to Eglinton Avenue	150,000
Widening of Hurontario Street from Highway 401 to the north City limits	75,000
The Mavis Road Collector, a south service road along Highway 403 between Mavis Road and Hurontario Street	150,000
TOTAL	$800,000

b) That the amount of $800,000 be allocated from the unallocated balance of the New John Doe Roads account within the General Municipal Development Reserve Fund and that the necessary by-law to transfer these funds be enacted, and

c) That proposals from Consulting Engineering firms be requested for the undertaking of planning and design assignments for the following projects:

i) Matheson Boulevard/Renforth Drive Grade Separation

ii) Widening of Eglinton Avenue from the Fieldgate Drive area to Highway 427

iii) Widening of Hurontario Street from Burnhamthorpe Road to Eglinton Avenue

... 5

5(9)

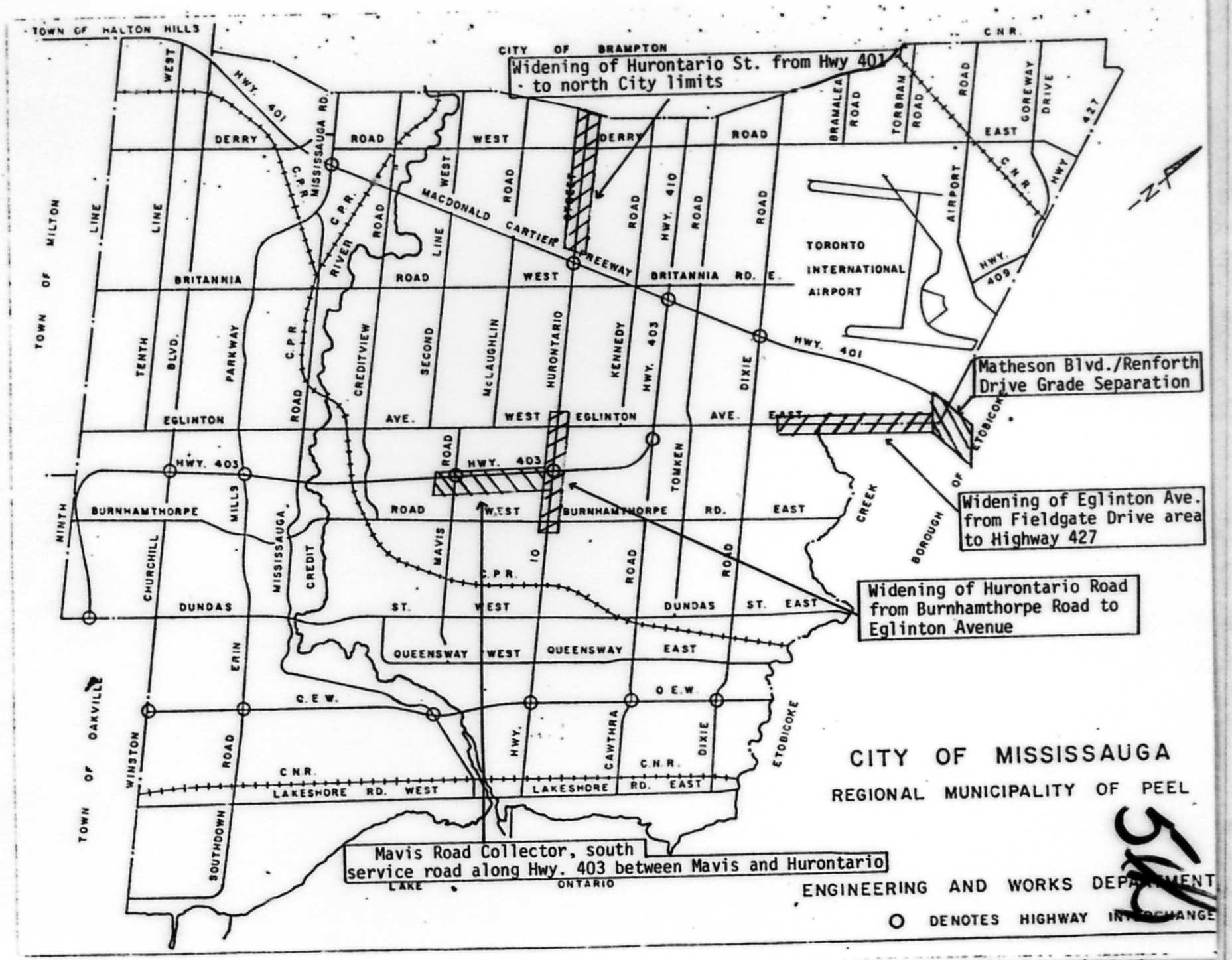
iv) Widening of Hurontario Street from Highway 401 to the north City limits

v) The Mavis Road Collector, a south service road along Highway 403 between Mavis Road and Hurontario Street

William Taylor

W. P. Taylor, P. Eng.
Commissioner
Public Works Department

KJS/edm
0812E/151E


TOWN OF HALTON HILLS
CITY OF BRAMPTON
Widening of Hurontario St. from Hwy 401 to north City limits
C.N.R.
WEST
HWY. 401
MISSISSAUGA RD.
DERRY ROAD WEST
DERRY ROAD
BRAMALEA ROAD
TORBRAM ROAD
EAST
GOREWAY DRIVE
HWY. 427
AIRPORT
TOWN OF MILTON
LINE
C.P.R.
RIVER ROAD
MACDONALD CARTIER FREEWAY
HWY. 410
TORONTO INTERNATIONAL AIRPORT
HWY. 409
BRITANNIA ROAD WEST
BRITANNIA RD. E.
TENTH LINE
BLVD.
PARKWAY
CREDITVIEW ROAD
SECOND LINE
McLAUGHLIN ROAD
HURONTARIO STREET
KENNEDY ROAD
HWY. 403
DIXIE ROAD
HWY. 401
Matheson Blvd./Renforth Drive Grade Separation
EGLINTON AVE. WEST
EGLINTON AVE. EAST
ETOBICOKE CREEK
HWY. 403
BURNHAMTHORPE ROAD WEST
BURNHAMTHORPE RD. EAST
NINTH LINE
MILLS
MISSISSAUGA ROAD
CREDIT
MAVIS ROAD
C.P.R.
TOMKEN ROAD
Widening of Eglinton Ave. from Fieldgate Drive area to Highway 427
BOROUGH OF
Widening of Hurontario Road from Burnhamthorpe Road to Eglinton Avenue
CHURCHILL
DUNDAS ST. WEST
DUNDAS ST. EAST
ERIN
QUEENSWAY WEST
QUEENSWAY EAST
C.E.W.
O.E.W.
TOWN OF OAKVILLE
WINSTON CHURCHILL ROAD
SOUTHDOWN ROAD
HWY.
CAWTHRA
DIXIE
ETOBICOKE
C.N.R.
LAKESHORE RD. WEST
LAKESHORE RD. EAST
Mavis Road Collector, south service road along Hwy. 403 between Mavis and Hurontario
LAKE ONTARIO
CITY OF MISSISSAUGA
REGIONAL MUNICIPALITY OF PEEL
ENGINEERING AND WORKS DEPARTMENT
O DENOTES HIGHWAY INTERCHANGE

6

Corporate Report

Received by Clerk's Dept.

Clerk's Files A.02.0303.06

Originator's Files 11 141 00045
22 121 00007
15 111 00005

OPERATIONS/WORKS OCT 26 1988

DATE: October 18, 1988

TO: Chairman and Members of the Operations and Works Committee.

FROM: William P. Taylor, P.Eng., Public Works Department

SUBJECT: Application to the Ministry of the Environmment for Approval to Transport PCB Contaminated Oil by Ontario Hydro

ORIGIN: Public Works Department

RECOMMENDATION: Ontario Hydro has applied to the Ministry of the Environment for approval to transport PCB contaminated oil from the Horner Transfer Station located at 455 Kipling Avenue, Etobicoke, to the Lakeview Generating Station located at 1082 Lakeshore Road, Mississauga, for decontamination.

Arrangements are being made by Ontario Hydro for locating a mobile PCB destruction facility at the Lakeview Generating Station in order to decontaminate PCB laden oil.

The Ministry of the Environment has requested that the City of Mississauga comment, by resolution of Council, as to whether or not the City has any objection to the proposed plan for transporting PCB contaminated oil from Etobicoke to the decontamination facility to be located in Mississauga.

COMMENTS: The Ministry of the Environment has reviewed the proposal submitted by Ontario Hydro and has given their approval contingent upon several conditions as stated in their letter of September 28, 1988, attached as Appendix A.

In addition to the Ministry conditions, acceptance of the transporting proposal should be made contingent upon:

1. The Ontario Hydro application for a Mobile PCB Destruction Facility to be located at the Lakeview Generating Station be amended to include the additional volume of PCB laden oil being transported from Etobicoke.

2. The Lakeview Generating Station receiving Ministry of Environment approval for the Mobile PCB Destruction Facility.

3. That the PCB laden oil be stored in the approved PCB Storage Tank only until the Mobile Destruction Facility can process the material as per the Ontario Hydro request.

These conditions will insure that the contaminants transported into the Mississauga site will be destroyed as soon as possible and not stored indefinitely.

CONCLUSIONS:

The proposal submitted to the Ministry of the Environment by Ontario Hydro has been given conditional approval by the Ministry.

Subject to our comennts, City staff have no objection to the proposal and support the Company's endeavour to eliminate unwanted PCB's from the environment.

RECOMMENDATION:

That the Ministry of the Environment be informed that the City of Mississauga accepts the proposal by Ontario Hydro to transport PCB contaminated oil from the Horner Transformer Station, located at 455 Kipling Avenue, Etobicoke to the Lakeview Generating Station at 1082 Lakeshore Road, Mississauga with the following conditions:

(a) The application by Ontario Hydro for a Mobile PCB Destruction Facility be amended to include the additional volume of PCB contaminated oil being transported from Etobicoke.

(b) The Lakeview Generating Station must obtain approval for a Mobile PCB Destruction Facility from the Ministry of the Environment.

(c) The PCB laden oil be stored in the approved PCB storage tank and be decontaminated as soon as is reasonably possible after all approvals have been obtained.

William P. Taylor

W. P. Taylor, P.Eng.
Commissioner
Public Works Department

JM:jrr
033E

Ministry of the Environment
Ministère de l'Environnement

Central Region
Région du Centre

7 Overlea Boulevard
4th Floor
Toronto, Ontario
M4H 1A8
416 424-3000

7, boulevard Overlea
4e étage
Toronto (Ontario)
M4H 1A8
416 424-3000

1988 09 28

Mr. A.J. Ball
District Trades Supervisor
Station Maintenance - Manby T.S.
850 Kipling Avenue
Toronto, Ontario
M8Z 5S4

Dear Mr. Ball:

Re: Horner T.S., 455 Kipling Avenue
Retrofill and Decontamination of Grounding Transformers

We are in receipt of your letter dated September 9, 1988, requesting approval to drain, retrofill and decontaminate two PCB contaminated grounding transformers at Horner T.S., each containing 824 imperial gallons with a PCB content of 74 and 93 ppm, respectively.

I understand from your letter that the decontaminated oil is to be drained and transported by Ontario Hydro Mobile Oil Tanker (MOT5, licence no. 96487A), down Kipling Avenue to Lakeshore Boulevard and then west on Lakeshore Boulevard to Lakeview G.S. (PCB site no. 302-83A034). Once at Lakeview G.S. the oil will be pumped into an approved PCB storage tank, until processing in October by Hydro's Mobile PCB Processing Unit. Approval for this decontamination is being arranged by your Head Office with our Oakville Office. The retrofilled transformers will then be shipped to your Pickering Transformer Shop and eventually sent to Woodstock and placed into service in 1990. During the draining, retrofill and transportation, all necessary environmental precautions will be taken.

I am prepared to accept your proposal concerning the retrofill of the grounding transformers at the Horner T.S., with the following conditions:

1. Transfer of contaminated oil is to be directly from the grounding transformers to the approved PCB storage tank at Lakeview G.S. (PCB site no. 302-83A034) by Mobile Oil Tanker (MOT5) and is to be supervised by Ontario Hydro personnel. Mobile Oil Tanker (MOT5) must complete its self-flushing procedure before leaving Lakeview G.S.

6(c)

2. During the retrofill operation, all appropriate environmental precautions must be strictly observed. All drains in the vicinity of the grounding transformers must be covered to prevent any spillage from entering the sewer systems.

3. Samples of the "clean" retrofill oil in the grounding transformers must be taken before shipment to Pickering, to ensure a PCB content of less than 50 ppm.

4. Samples of the "clean" retrofill oil in the grounding transformers must be taken at least 90 days after re-energization of the units to establish the PCB leachback concentration.

Yours truly,

J.A. Mills, P. Eng.
Director
Ontario Regulation 11/82

lt:DH/BAL/S28F

cc: Mr. Whellan, Fire Department
City of Etobicoke

Mr. Egbert
Ministry of Health

Mr. Brunton, Commissioner
Works Department

Mr. J. Budz, District Officer
Halton-Peel

Mr. D. Pirie, District Officer
York-Durham

fcc: G. Mierzynski

ontario hydro

5760 Yonge Street, North York, Ontario M2M 3T7

October 6, 1988

RECEIVED
REGISTRY No.
DATE OCT 07 1988
FILE No. A-02.03.03.04
CLERK'S DEPARTMENT

Terry Julian
City Clerk, Mississauga
300 City Center Drive
Mississauga, Ontario
L5B 3C1

SUBJECT Application for Approval to Transport PCB Contaminated Oil to a Decontamination Site.

Dear Mr. Julian:

Attached for your information and concurrence is a copy of our proposed plan for transporting PCB contaminated oil from our "Horner" Transformer Station, located at 455 Kipling Ave., Etobicoke to our "Lakeview" Generating Station, located at 1082 Lakeshore Road, Port Credit.

In addition, I have attached a copy of the approval from the "Ministry of the Environment" pending your agreement. Due to the time constraints of the decontaminating unit, we would appreciate your immediate attention to this matter.

Should you have any questions or concerns, please contact me at # 231-4111, ext. 6473.

Thank You

A.J. (Allan) Ball
District Trades Supv.
Station Maintenance
Manby Transformer Station

cc: W.D. Clifford, Ontario Hydro
D.R. Clare, Ontario Hydro
M.L. Della Rossa, Ontario Hydro
D. Jackman, Ontario Hydro
D. Bloor, Ontario Hydro
J. Budz, Ministry of the Environment
J. Mills, Ministry of the Environment

AJB:sm

Telephone North York 222-2571

ontario hydro

850 Kipling Avenue, Toronto, Ontario M8Z 5S4

6(e)

September 9, 1988

Ministry of the Environment
7 Overlea Blvd
TORONTO, Ont
M4H 1A8

ATTN: Mr. John Mills
District Officer

Dear Mr. Mills:

At Horner Transformer Station, 455 Kipling Ave, Etobicoke, Ont, we have two Grounding Transformers that are no longer required for service. Both contain PCB contaminated oil.

We would like to Retrofill these Transformers with new oil and ship them to our Pickering Transformer Shop.

We would also like to transport the PCB contaminated oil to Lakeview Generating Station, located at 1082 Lakeshore Road, Port Credit, Ont (site no 30283A34). The oil is planned to be decontaminated here in October by our Mobile PCB Processing Unit. Arrangements for this unit are being made by our Head Office through your Oakville Office.

Transformer Information

Nomenclature	GT3
Manufacturer	Pioneer
Serial No	4667-8
Gals	824 at 74 ppm PCB
Voltage	27,600 / 208

Nomenclature	GT4
Manufacturer	Pioneer
Serial No	4667-9
Gals	824 at 93 ppm PCB
Voltage	27,600 / 208

Total Gallons 1,648

Telephone 231-4111
(Manby - 236-2087)

Procedure

- Oil is to be removed from both Grounding Transformers by Mobile Oil Tanker (MOT5) Serial # 824850 Licence # 96487A
- Both Transformers will be allowed to drip for 24 hr, the collected oil will then be pumped into MOT5
- Both Transformers will then be filled with new transformer oil
- Both Transformers will be shipped to Pickering and placed into storage; the Transformers will eventually be sent to Woodstock and placed into service in 1990
- The PCB contaminated oil in MOT5 will then be transported down Kipling Avenue to Lakeshore Road and then west on Lakeshore Road to Lakeview Generating Station
- Once at Lakeview, the oil will be pumped into an approved PCB Storage Tank and kept there until processing
- The Mobile Oil Tanker (MOT5) will contain its own new flushing oil and is designed to flush itself and all hoses on the completion of the job; this flushing oil will also be pumped into the Storage Tank

Precautions

- Plastic will be placed under all hoses and hose fittings
- Absorbent will be placed at all connection points during any oil handling
- A complete "Spill Kit" will be available during all oil handling and will accompany the tanker during the transportation
- All drains in the vicinity of oil handling will be covered with plastic and kept in place with sandbags or heavy tape
- Upon completion of oil handling the PCB inventory at Lakeview will be update and a copy sent to the Ministry of the Environment
- The new oil in the transformers will be tested before shipping to Pickering

6(g)

- Instructions will be posted on the Grounding Transformers to retest for PCB's 90 Days after being placed in service in new location

- All work will be performed by Ontario Hydro personnel experienced in this type of work

We would like to complete this work as soon as possible because of the October scheduling for the Mobile Processing Unit at Lakeview.

We request your authorization to proceed with our plan of handling and transporting PCB contaminated oil. Please advise us of any concerns or modifications to our proposed procedure.

I trust this meets with your approval.

Thank you,

A Ball

A.J. (Allan) Ball
District Trades Supr -
Station Maintenance
Manby Transformer Station
(236-2087)

CC: W.D. Clifford, Ontario Hydro
D.R. Clare, Ontario Hydro
M.L. Della Rossa, Ontario Hydro
D. Jackman, Ontario Hydro
D. Bloor, Ontario Hydro
J. Budz, Min of the Environment

Corporate Report

Received by Clerk's Dept.

Clerk's Files L.02.02

OCT 26 1988

OPERATIONS/WORKS

Originator's Files

DATE: October 18, 1988

TO: Chairman and Members of Operations and Works Committee.

FROM: William P. Taylor, P. Eng., Commissioner, Public Works

SUBJECT: Bingo Lottery Licensing

ORIGIN: Public Works Department

COMMENTS: We are in receipt of an application for a Provincial Bingo Lottery License from The Sunshine Foundation of Canada, Peel Chapter, to operate a special Bingo Event at the International Centre, 6900 Airport Road, on Sunday, November 20th, 1988, between the hours of 1:00 p.m. and 4:00 p.m. Special bingo licenses are issued by the Lottery Licensing Branch of the Ministry of Consumer and Commercial Relations. The applicant organization is based in Mississauga and is registered with the Department of National Revenue, as a charitable organization.

CONCLUSION: It has been concluded that the applicant organization meets the requirements established for the issuance of a Bingo Lottery License.

RECOMMENDATION: That the Lottery Licensing Branch of the Ministry of Consumer and Commercial Relations be advised that the City of Mississauga has no objection to the issuance of a Special Bingo License to The Sunshine Foundation of Canada, Peel Chapter, for the proposed event on Sunday, November 20th, 1988, between the hours of 1:00 p.m. and 4:00 p.m.

William P. Taylor

William P. Taylor, P. Eng.
Commissioner Public Works Department

MCB/lk

Corporate Report

Received by Clerk's Dept. OCT 18 1988

Clerk's Files F.05.03.02 F.05.03.03

8

OPERATIONS/WORKS OCT 26 1988

Originator's Files

DATE: September 21, 1988

TO: Chairman and Members of Operation and Works Committee

FROM: Wm. P. Taylor, P. Eng., Commissioner of Public Works
Dolores Bartl-Hofmann, Acting Director of Public Affairs

SUBJECT: Winter Maintenance - Roads and Sidewalks

ORIGIN: Public Works Department and Public Affairs Office, City Manager's Department

BACKGROUND: A public information campaign was conducted by Public Affairs for the 1986/87 Winter season. A brochure which included a questionnaire was distributed in late 1986 to 122,000 households including apartments and businesses. The results of this survey were reported to Committee on November 9, 1987.

Based on these results, Public Affairs was directed to conduct a similar campaign for the 1987/88 Winter season.

COMMENTS: For the Winter season, 1987-88, Public Affairs, in conjunction with Public Works, coordinated the production and delivery of a brochure outlining the City's snow removal service. This brochure also contained a questionnaire which was completed by a number of residents in the City.

248 replies were received out of the approximately 110,000 brochures which were distributed to Mississauga households. This represents approximately .2 per cent questionnaires returned.

An additional question asked residents if a by-law should be implemented on a City-wide basis which would require property owners to clear snow and ice from the sidewalk in front or beside his/her home within 24 hours of a snowfall.

The questionnaire results are attached as Appendix 'A'.

...../2

8(a)

The results of the 1988 questionnaire indicate that 81 per cent of the respondents feel that the winter road maintenance program is good or very good and 15 per cent say it is poor. While the 1987 survey combined the road and sidewalk maintenance program, these results are still significantly better. In 1987, 57.8 per cent said the program was good or very good and 37.3 per cent said it was poor. The response to the by-law question was 56 per cent in favour and 38 per cent against.

CONCLUSION: Based on these responses, we feel that the present level of service for plowing, sanding and salting should remain as it is, both from a road and sidewalk standpoint.

Because only 248 residents out of a possible 110,000 who received the questionnaire responded with 138 residents in favour of a by-law, we do not feel that the sampling is large enough to warrant the implementation of a sidewalk snow removal by-law at this time.

RECOMMENDATIONS:

a) That the present level of service for plowing, sanding and salting roads and sidewalks remain unchanged.

b) That the Public Affairs Office continue to conduct public information campaigns similar to the 1987/88 Winter season.

Wm. P. Taylor, P. Eng.
Commissioner, Public Works

Dolores Bartl-Hoffmann
Acting Director, Public Affairs

Attach.

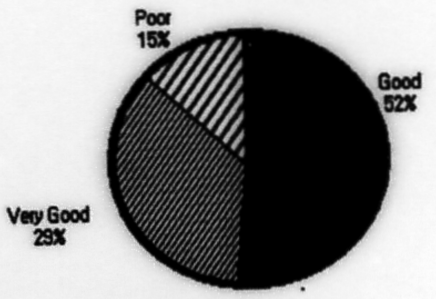
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SNOW REMOVAL QUESTIONNAIRE RESULTS

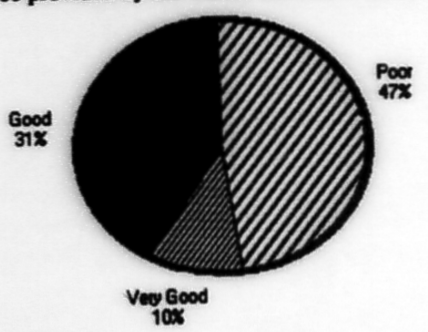
8 (b)

Number of responses: 248
Number of brochures distributed: 110,000
Percentage of responses relative to total number distributed: .2%

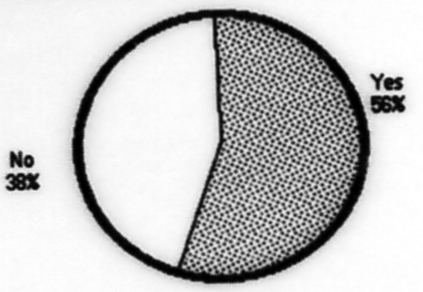
Question #1:
In your opinion, what is the current level of service provided by the winder road maintenance program?



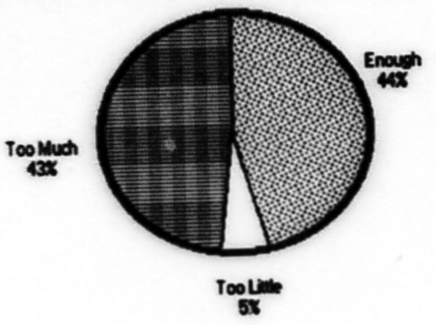
Question #2
In your opinion, what is the current level of service provided by the winter sidewalk maintenance program?



Question #3
Do you feel a by-law should be implemented on a City-wide basis which would require the property owner to clear snow and ice from the sidewalk in front or beside his/her home within 24 hours of a snowfall?

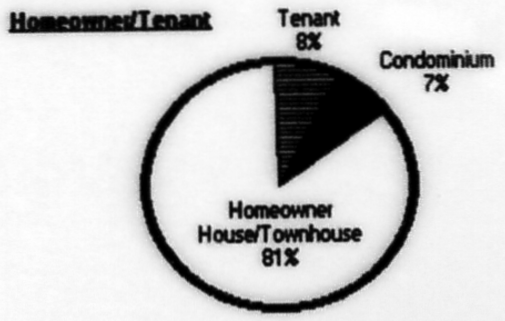


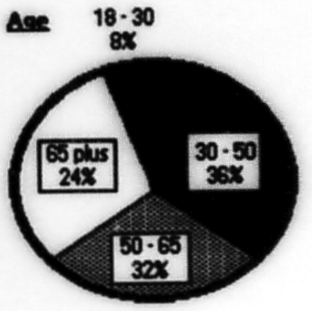
Question #4
In your opinion, what is the amount of salt used in winter by the City to maintain road safety?

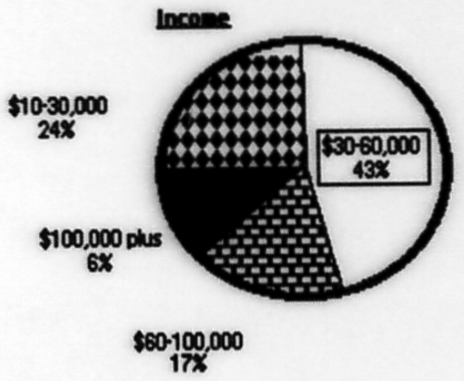


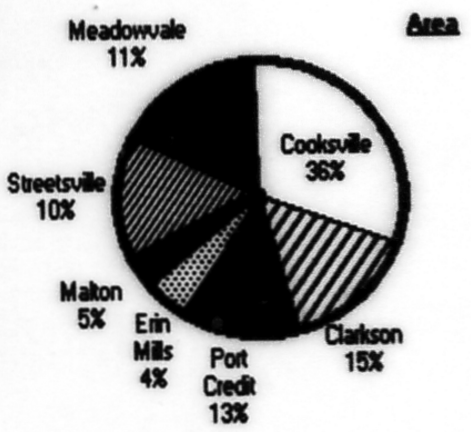
8(c)

DEMOGRAPHICS









Corporate Report

Received by Clerk's Dept.

Clerk's Files F.04.06 9

OPERATIONS/WORKS OCT 26 1988

Originator's Files 11 141 00045
14 111 00001

DATE: October 20, 1988

TO: Chairman and Members of Operations and Works Committee

FROM: Wm. P. Taylor, P. Eng., Commissioner, Public Works

SUBJECT: Underground Facilities - Bell Canada
Report Request No. 301/88

ORIGIN: Deputation at Operations and Works Committee September 7, 1988, Bell Canada.

BACKGROUND: Bell Canada appeared as a deputation at the September 7, 1988, meeting of the Operations and Works Committee concerning the placement of their plant in new subdivisions with particular emphasis on above ground versus below ground. Pursuant to that deputation, Council at its meeting on September 12, 1988 adopted the following recommendation:

"OW-344-88 That Bell Canada be advised that their request for inclusion in the City of Mississauga subdivision requirements has been referred to staff for a report at a future Operations and Works Committee meeting in October 1988."

COMMENTS: The authority which empowers Bell Canada to construct telephone lines within a public highway is derived under the Railway Act. The permission of the Municipality is required and the Municipality can place conditions on that consent. Bell Canada does have the right of appeal to the C.R.T.C. if the Municipality does not grant consent or if the conditions are not acceptable to Bell Canada.

The present City policy is that Bell, Cable TV, Hydro Mississauga plant is placed underground in a common trench at a location specified by the City. Cost of the trench works is shared between the Developer, the applicable Cable TV Company and Bell Canada. The only alternative to this proposal would be for Bell Canada to put their plant on the road allowance above ground or in the rear yards on easement and we are of the opinion that neither of those alternatives are acceptable.

..2

CONCLUSION: It is concluded that the present City policy of requiring Bell, Cable TV, and Hydro plant in new subdivisions to be placed underground and in a common trench should remain and that prior to a plan of subdivision being finalized that Bell Canada shall confirm that satisfactory arrangements have been made with the Developer to place their cable underground in a location satisfactory to the City. In the event that the Developer and Bell Canada cannot agree then the issue on that particular plan of sudivision would come before Committee.

RECOMMENDATION; That Council re-confirm the present policy of having Bell Canada, Cable TV, and Hydro Mississauga plant constructed underground in a common trench at a location satisfactory to the City and that prior to the finalizing of a plan of subdivision Bell Canada shall confirm that satisfactory arrangements have been made with the Developer, and further, that this condition be placed as a standard draft plan condition.

Wm. P. Taylor, P. Eng.
Commissioner
Public Works

AEM:dbw
0550E/167E

Corporate Report

Received by Clerk's Dept. OCT 18 1988

Clerk's Files T-86106 T-86052

10

OPERATIONS/WORKS OCT 26 1988

Originator's Files T-86106 T-86052 11 141 00045

DATE: September 28, 1988

TO: Chairman and Members of the Operations and Works Committee

FROM: W. P. Taylor, Commissioner of Public Works

SUBJECT: Exemption from Major Watercourse Improvement Levy and Major Road Improvement Levy to be granted to Erin Mills Development Corporation for their Plans T-86106 and T-86052, located south of Highway 401 and east of Winston Churchill Boulevard, and reduction from Major Watercourse Improvement Levy for their development known as Neighbourhood 707, located west of Winston Churchill Boulevard and south of Highway 401 (sketch attached).

ORIGIN: Public Works Department

COMMENTS: Based on the standard Financial Agreement Erin Mills Development Corporation would be responsible for payment of the following levies:

(a) Major Road Improvement Levy

(i) T-86106 (Neighbourhood 706)
36.698 ha x $26,289.42 per ha = $964,769.14

(ii) T-86052 (Neighbourhood 308B)
28.3 ha x $26,289.42 per ha = $743,990.59

Total Major Road Improvement Levy = $1,708,759.70

(b) Watercourse Improvement Levy

(i) T-86106 (Neighbourhood 706)
36.698 ha x $8,194.50 per ha = $300,721.76

(ii) T-86052 (Neighbourhood 308B)
28.3 ha x $8,194.50 per ha = $231,904.35

(iii) Future Erin Mills Development (Neighbourhood 707)
16.5 ha x $8,194.50 per ha = $135,209.25

Total Major Watercourse Improvement Levy = $667,835.36

.....2

10(a)

T-86106
T-86052
11 141 00045

Under the Servicing Agreement for Plan T-86052 (Neighbourhood 308B) Erin Mills Development Corp. is constructing a trunk storm sewer varying in size from 1650mm (66 inch) to a twin 2700mm (108 inch) in diameter which will also provide an outlet for external upstream lands. The value of the works is estimated to be $2,546,222.00.

The estimated cost of the trunk storm sewer oversizing works for pipes in excess of 1500mm (60 inch) in diameter to be undertaken is $1,126,841.00.

Erin Mills Development Corporation also have a future residential development known as Neighbourhood 707 located west of Winston Churchill Boulevard and south of Highway 401. A portion of these lands (16.5 ha) are situated within the watershed and upstream of the proposed trunk storm sewer works.

Erin Mills Development Corporation have also agreed to reconstruct Winston Churchill Boulevard from the southerly limit of this plan of subdivision northerly to tie into the section recently completed by M.T.O. at Highway 401. The estimated cost for the work is $2,223,000.00

City practice is to grant a credit to the developer for 80% of the cost of four lane paved curb and gutter road with a roadway storm sewer. The estimated credit due (80% of $2,223,000.00) for reconstructing Winston Churchill Boulevard based on this cross section is $1,778,400.00.

CONCLUSION:

Since the total costs of the trunk storm sewer works in excess of 1500mm (60 inches) being carried out by Erin Mills Development Corporation under the Servicing Agreement for Neighbourhood 308B ($1,126,841.00) exceeds the total Major Watercourse Improvement Levies ($667,835.36) payable by Erin Mills Development Corporation for their Plans T-86052, T-86106 and a portion (16.5 ha) of their future development Neighbourhood 707, this developer should be granted full credit against a Major Watercourse Improvement Levy payable for Plan T-86052, T-86106 and 16.5 ha of their future development (Neighbourhood 707) which are located within the watershed of the proposed trunk storm sewers.

As the reconstruction of Winston Churchill Boulevard between the south limit of Neighbourhood 308B (T-86052) and Highway 401 is being carried out by the developer Erin Mills Development Corporation totally at the developer's cost and since this road was included in the Major Road Improvement Levy calculations, the developer should receive full credit from the Major Road Improvement Levies payable for Plans T-86106 and T-86052 as the credit equal to 80% of his costs ($1,778,400.00) exceeds the Major Road Improvement Levies payable for Plans T-86052 and T-86106 ($1,708,000.00).

.....3

T-86106
T-86052
11 141 00045

10(b)

RECOMMENDATIONS: That the Financial Agreements for the Erin Mills Plans T-86052 (Neighbourhood 308B), T-86106 (Neighbourhood 706) and the future Erin Mills Residential Development (Neighbourhood 707) indicate the following:

(i) T-86106 (Neighbourhood 706) - Indicate that no Watercourse Improvement Levies and no Major Road Improvement Levies are to be paid to the City for this development.

(ii) T-86052 (Neighbourhood 308B) - Indicate that no Watercourse Improvement Levies and no Major Road Improvement Levies are to be paid to the City for this development.

(iii) Future Erin Mills Development (Neighbourhood 707) Indicate that no Major Watercourse Improvement Levies are to be paid to the City for that 16.5 ha portion of the development which drains to the east.

William P. Taylor

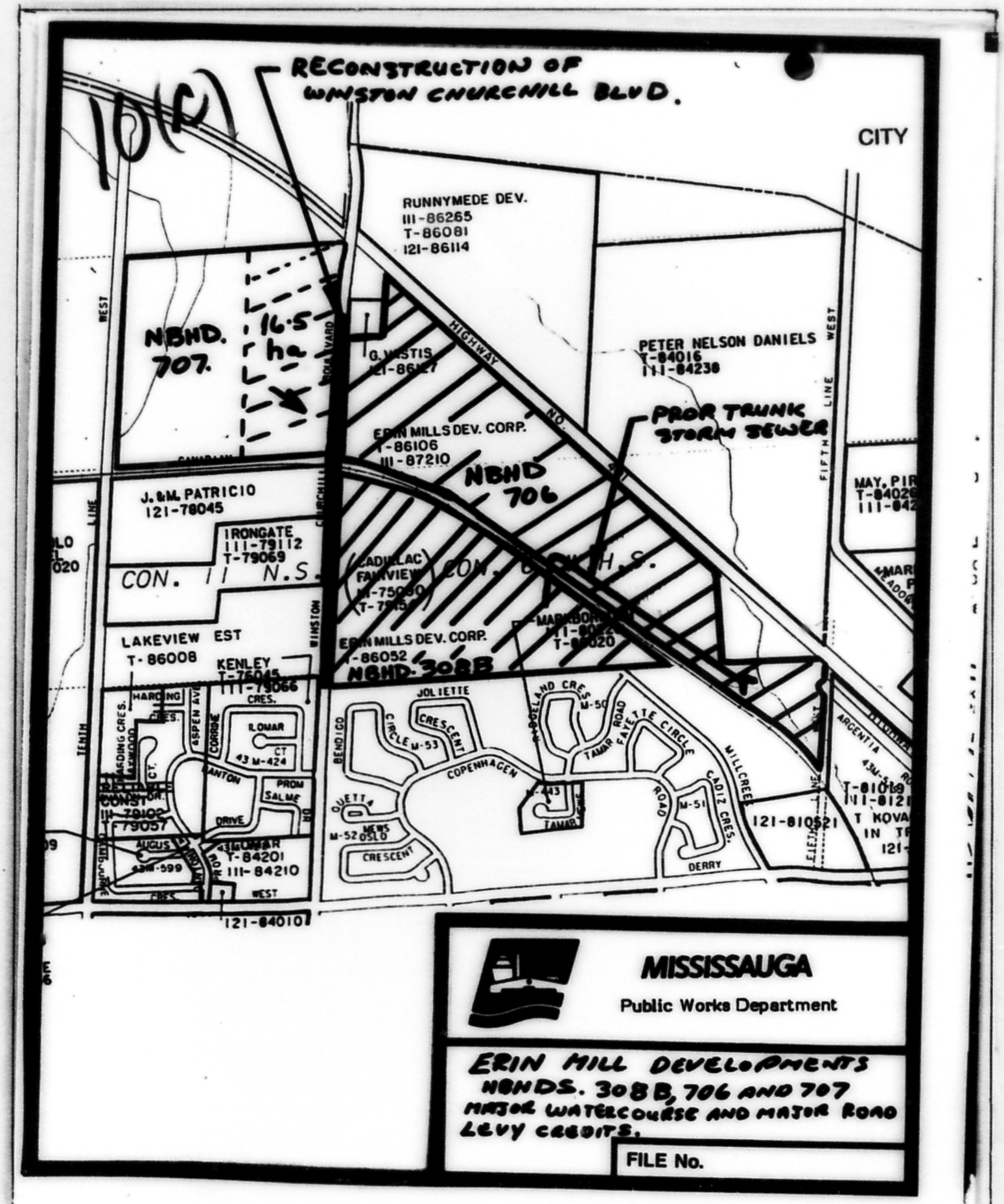
W. P. Taylor, P. Eng.
Commissioner
Public Works

WPT/gb
Att.

0942E/163E

10(c)

RECONSTRUCTION OF WINSTON CHURCHILL BLVD.



Corporate Report

Received by Clerk's Dept. OCT 18 1988

Clerk's Files T.05.86035.01

OPERATIONS/WORKS OCT 26 1988

Originator's Files 11 141 00045
17 111 87144

DATE: October 14, 1988

TO: Chairman and Members of the Operations and Works Committee.

FROM: William P. Taylor, P.Eng., Public Works Department.

SUBJECT: Flood and Erosion Control Study – Phase 1
Little Etobicoke Creek

ORIGIN: Public Works Department

BACKGROUND: In recognition of the existing and potential hazards which exist along Little Etobicoke Creek, the City of Mississauga in conjunction with the Metropolitan Toronto and Region Conservation Authority retained the firm of Cumming Cockburn Limited to complete a comprehensive assessment of the problems and to develop the optimum remedial works program. Results of the study are given in the report entitled "A Preliminary Engineering Study for Flood and Erosion Control – Little Etobicoke Creek" dated October 1988.

COMMENTS: This report was prepared as an introduction to a presentation to be made by the consultant, Cumming Cockburn Limited to the Operation and Works Committee.

The study area which extended from its outlet to Eglinton Avenue was divided into three reaches, they are Reach 1 – Outlet to Dixie Road, Reach 2 – Dixie Road to Burnhamthorpe Road and Reach 3 – Burnhamthorpe Road to Eglinton Avenue. Within each of the reaches a detailed inventory of flood erosion and environmental areas was completed. Of the seven damage centres identified, the sites having the highest potential flood hazard were The Brick, Sedlescomb Drive, Dixie Road East and West, Bloor Street and the Tyndall Nursing Home. In addition to all of the sites having a high damage potential, each site was also being subjected to significant erosion activity.

For each of the identified damage centres, alternative flood mitigative schemes were assessed. The assessment for the most promising schemes included engineering (flood level reductions), environmental and benefit cost analyses. Results of the analysis are summarized in Table 1.

11(a)

In addition to the above damage centres being subjected to a high damage potential, the safety of the local residents and motorists would also be jeopardized during the more severe runoff events (e.g. 1:100 year event).

CONCLUSIONS:

Results of the preliminary engineering study indicate that a sufficient level of flood hazard exists at each of the previously referenced damage centres to warrant the undertaking of a site specific flood mitigative scheme. The high priority sites are considered to be: The Brick, Tyndall Property and Dixie Road East and West area.

In terms of erosion, the high priority sites are considered to be upstream of Dundas Street and within the Applewood Hills Park.

RECOMMENDATION:

(a) That the City of Mississauga in conjunction with the Metropolitan Toronto and Region Conservation Authority proceed with the following required works subject to obtaining the necessary approvals, public input and funding.

		Estimated Construction Cost – $
1.	Dixie Road – flood control	870,000
2.	The Brick – flood control	85,000
3.	Tyndall Nursing Home – flood control	262,000
4.	Seddlecomb Dr. – flood control	45,000
5.	Bloor St. – flood control	23,000
6.	Dundas St. northerly – erosion control	40,000
7.	Applewood Hills Park – erosion control	104,500

(b) That a public meeting be held on October 27, 1988 in conjunction with the Metropolitan Region Conservation Authority to obtain public input with regard to the proposed Dixie Road area flood protection works.

W. P. Taylor, P.Eng.
Commissioner
Public Works Department

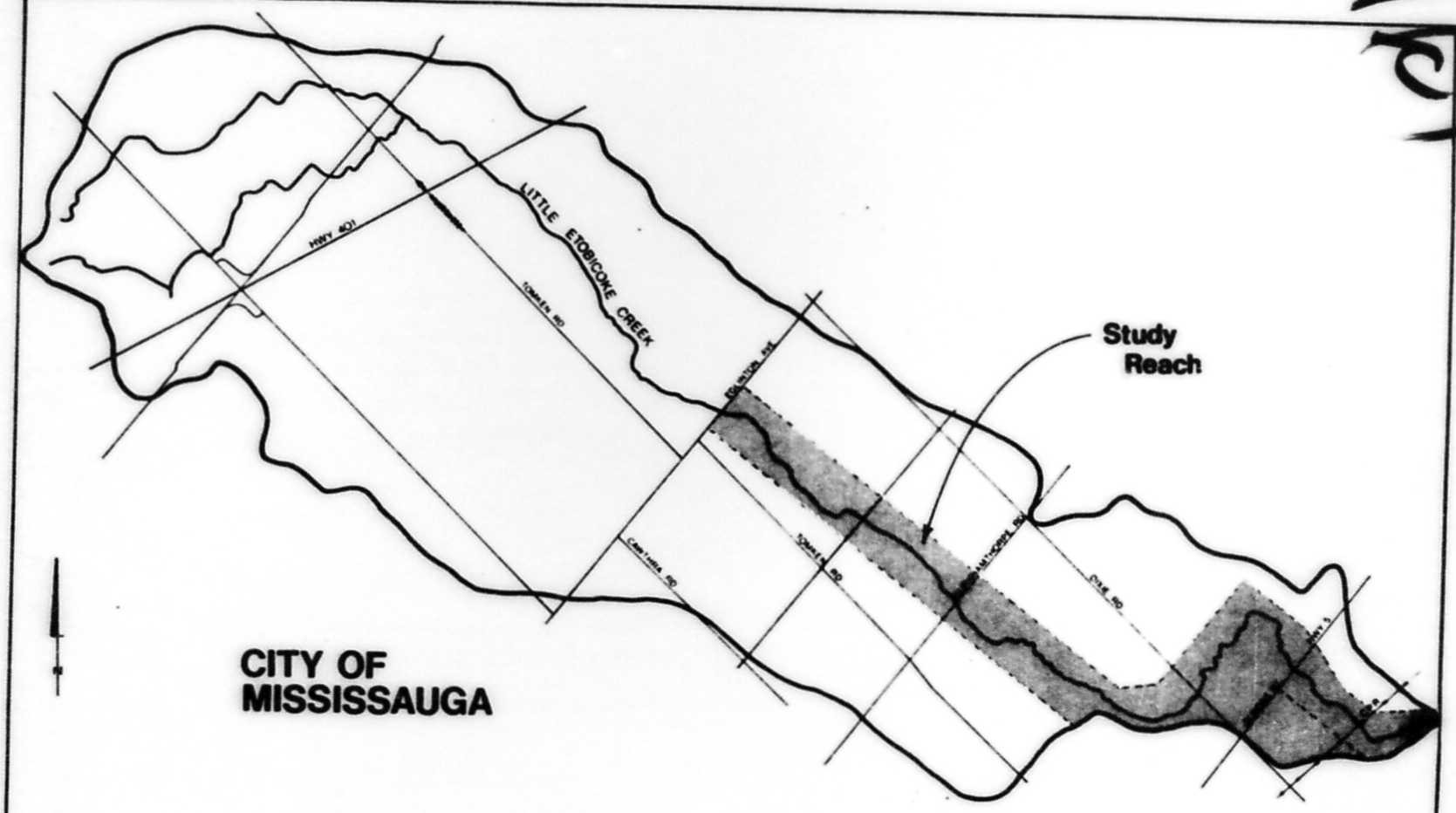
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0533E

TABLE 1

Preliminary Engineering Analysis
Little Etobicoke Creek

Damage Centre	Location	Structures Affected	Scheme	Level of Protection	Construction Cost
1	The Brick	Commerical	Concrete Floodwall	Regional Storm	85,000
2	Sedlescomb Drive	Industrial	Earth Berm	Regional	45,000
3 & 4	Dixie Road East & West	Commerical Industrial Residential	Channelization and Berming	150	870,200
5	Bloor St.	Residential	Earth Berm	Regional	23,000
7	Tyndall	Institutional	Flood Wall & Channelization	Regional	262,000

(cont'd)



THE CORPORATION OF THE CITY OF MISSISSAUGA

LITTLE ETOBICOKE CREEK FLOOD AND EROSION CONTROL STUDY - PHASE 1

STUDY AREA LOCATION PLAN

CUMMING COCKBURN LIMITED

FIGURE 1.1

Corporate Report

Received by Clerk's Dept. OCT 19 1988

Clerk's Files B.01.01

12

OPERATIONS/WORKS OCT 26 1988

Originator's Files 11-121-00006
11-141-00045

DATE: October 4, 1988

TO: Chairman and Members of the Operations and Works Committee

FROM: W.P. Taylor, P. Eng., Commissioner, Public Works Department

SUBJECT: 1647 Northmount Avenue, 878, 884, 888 South Service Road -- Release of Northmount Group securities including deposit for reinstallation of curbs on South Service Road at Northmount Avenue and deposit for protection of municipal services, and draw on Northmount Group lot grading securities to offset the costs incurred by the homeowners to complete their own lot grading (see attached plan for site location).

ORIGIN: Commissioner of Public Works

BACKGROUND: The subject land consists of 4 residential lots at the south-east corner of Northmount Avenue and the South Service Road.

In October 1978, the Northmount Group provided a Letter of Credit in the amount of $1,920.00 to be drawn upon by the City of Mississauga to the extent required for the reinstallation of curbs on the South Service Road at Northmount Avenue.

In August 1984, the Northmount Group provided a cash deposit in the amount of $5,829.00 as securities for the four new houses at the southeast corner of Northmount Avenue and the South Service Road. The securities are made up of a $1,000.00 lot grading deposit for each of the four lots and a total of $1,829.00 for municipal service protection based on the frontage rate of $25.00 per metre.

The Northmount Group constructed the dwellings to the stage of the wooden super structure and as a result of financial difficulties then sold all four homes. The grading, topsoiling and sodding works had not been completed at the time of sale.

...2

12(a)

BACKGROUND: (Cont'd)

In December 1986, this matter was reviewed with the Legal Department and it was their opinion that the $1,000.00 lot grading securities could be utilized by the homeowner to offset the cost of grading the property in accordance with the preliminary lot grading certificate.

COMMENTS:

The City holds a Letter of Credit in the amount of $1,920.00 to be drawn upon to the extent required for the proper reinstallation of the curbs on the South Service Road at Northmount Avenue. This department has inspected the curbs on the South Service Road at Northmount Avenue and has found them to be satisfactory.

The City holds a security of $1,829.00 for municipal services protection and a total security of $4,000.00 for lot grading of the four residential lots. The grading, topsoiling and sodding of the four lots has been carried out by each of the four homeowners and at their cost. There still remain a few grading deficiencies requiring attention, typically clearing, topsoiling and sodding of local areas within the City's road allowance. Final lot grading certificates have not been received by this department for any of the four residential lots.

CONCLUSION:

The Letter of Credit for the proper reinstallation of curbs on the South Service Road at Northmount Avenue should be returned to the Northmount Group.

The security for municipal services protection should be returned to the Northmount Group upon completion of repairs to the municipal services.

The requirement that this department receive final lot grading certificates should be waived.

The City should draw on the Northmount Group's security for lot grading and forward $1,000.00 to each of the four homeowners upon their rectification of outstanding grading deficiencies and their submission of a letter to the City confirming that they are satisfied with their grading and that they are aware of their responsibilities with respect to lot grading.

RECOMMENDATION: That with respect to the securities deposited with the City by the Northmount Group for the development of 1647 Northmount Avenue, 878, 884 and 888 South Service Road:

...3

12(h)

RECOMMENDATION: a) (Cont'd) the City return the developer's Letter of Credit (current value $1,920.00) securing the completion and reinstallation of the curbs on the South Service Road at Northmount Avenue,

b) the City return the developer's security in the amount of $1,829.00 for municipal services protection, upon verification of the municipal services surrounding the site by the Public Works Department,

c) the requirement for final lot grading certificates be waived for each of the four lots upon receipt of a letter from each of the four homeowners confirming that they are satisfied with their grading and are aware of their responsibilities with respect to lot grading,

d) the Commissioner of Finance be authorized to draw on the developer's securities for lot grading in the full amount of $4,000.00,

e) the Commissioner of Finance be authorized to forward $1,000.00 to each of the four homeowners upon their rectification of all outstanding grading deficiencies and their written confirmation that they are satisfied with their grading and are aware of their responsibilities with respect to lot grading. The four homeowners include those at 1647 Northmount Avenue, care of Victor and Maria Fachada at 4140 Dursley Crescent, Antonio and Laura Sousa at 878 South Service Road, Carmine and Teresa DeLuca at 884 South Service Road, and Robert and Margaret Peters at 888 South Service Road.

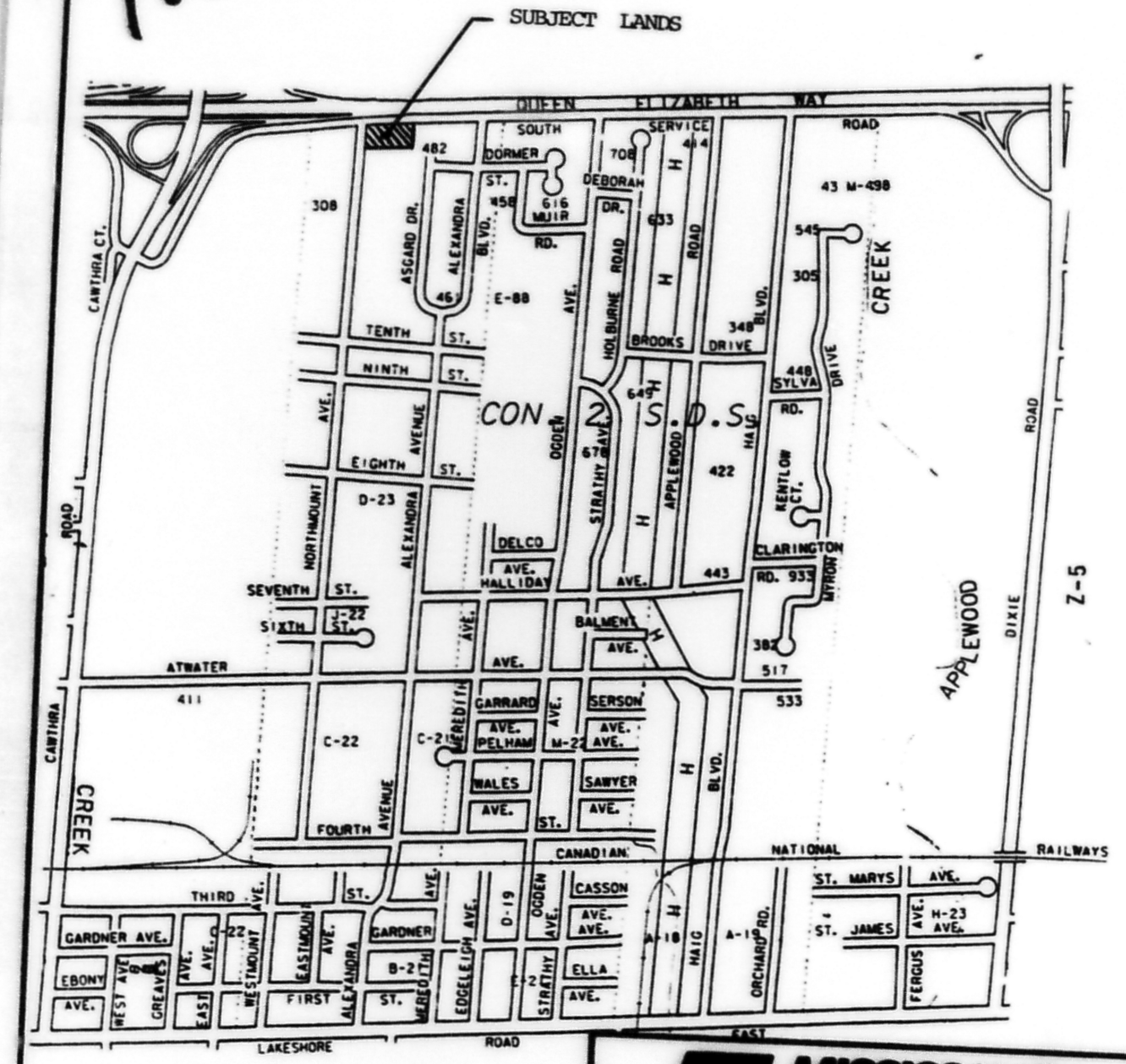
W. P. Taylor, P. Eng.
Commissioner
Public Works Department

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WPT/jam
0389E/225E

Attachment

c.c. W.H. Munden
P. Marchiori
R.G. Charlton
W.J. Richmond
M. Maveal
Northmount Group
3089 Bathurst St., Suite 205A
Toronto, Ontario, M6A 2A4

126



MISSISSAUGA
Public Works

DEVELOPMENT ENGINEERING

1647 NORTHMOUNT AVENUE
878,884,888 SOUTH SERVICE ROAD
Z-AREA 6

Corporate Report

Received by Clerk's Dept. OCT 18 1988

Clerk's Files E.02.14.01
F.03.01
E.02.06.01

Originator's Files 11 141 00045
11 121 00014

13

OPERATIONS/WORKS OCT 26 1988

DATE : October 12, 1988

TO : Chairman and Members of Operations and Works

FROM : W. P. Taylor, Commissioner, Public Works Department

SUBJECT : Request for Report 290-88
McGill Street - Streetlighting and Road Maintenance

ORIGIN : Council Meeting of September 12, 1988.
Petition from residents of McGill Street (see attached).

COMMENTS : This petition containing approximately seventeen signatures enquired about the following three items:

1. Deletion of the walkway from the westerly end of McGill Street through to the apartment building at 100 Dundas Street West,

2. Installation of additional streetlighting on McGill Street,

3. The maintenance of McGill Street, in particular asphalt surface, paint on the guardrail at the end of the street and winter snowplowing.

With respect to the walkway it is clear that the walkway promotes the use of McGill Street as a playground and additional overflow parking lot for the apartment building. The walkway does not appear to provide a convenient access route to any major pedestrian destinations. Providing that the neighbourhood residents, the two School Boards and the Recreation & Parks Department agree, the Public Works Department would have no objection to the stopping up of the walkway. The physical closure of the walkway would require a substantial fence, either solid board or chain link which would be resistant to any vandalism which may occur.

continued ...

With respect to the additional streetlight, the Technical Services Division of the Public Works Department, has been requested to review for possible inclusion in the 1989 Streetlighting Current Budget.

The guardrail at the end of McGill Street was in poor condition and it has been repainted as of Tuesday, September 27, 1988.

The asphalt surface is in reasonably good condition and therefore the Public Works Department is not recommending any resurfacing on McGill Street at this time.

With respect to snowplowing and winter maintenance, McGill Street is a "secondary" road and therefore does not receive the same level of maintenance as a "priority" street. Snow is to be cleared from this street following the clearing of other surrounding priority streets. These snow removal operations are carried out in accordance with approved Council policy.

CONCLUSION :

The walkway between the westerly end of McGill Street and the apartment building at 100 Dundas Street West should be reviewed by the Recreation & Parks Department and the School Boards, and if not required for these purposes, Council should consider petitioning all area residents with respect to closure of the walkway.

An additional streetlight should be considered in the 1989 Streetlighting Current Budget.

The guardrail at the end of McGill Street has been painted and no further action is required with respect to repaving or additional snowplowing.

RECOMMENDATIONS :

That the following apply with respect to that section of McGill Street from Camilla Road to its westerly terminus.

a) The Public Works Department request the School Boards and the Recreation & Parks Department to comment on the need for the walkway link and report back to Council at a later date.

continued ...

13(b)

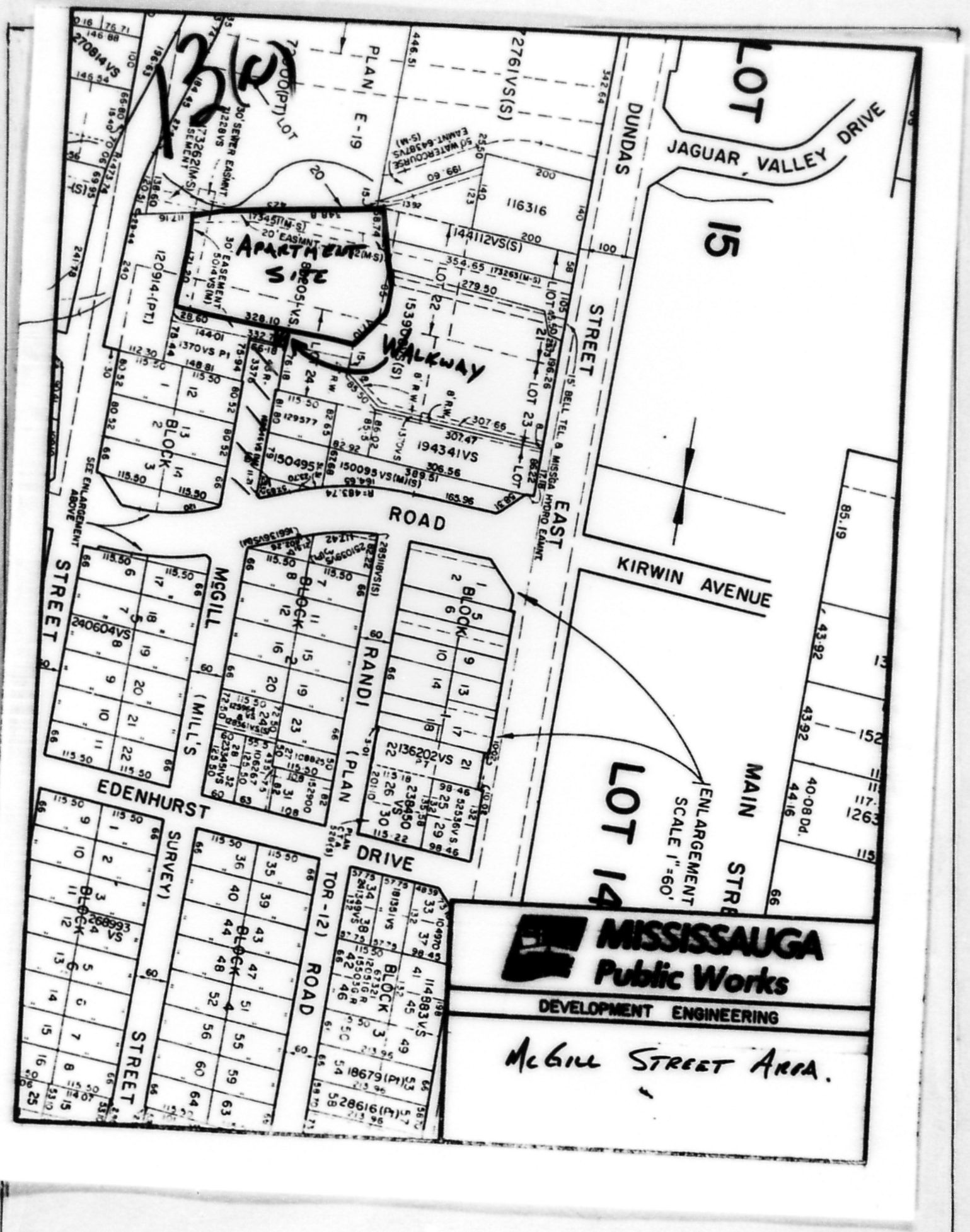
b) The Public Works Department review the streetlighting on McGill Street in conjunction with the Public Works 1989 Current Budget proposals.

c) No action be taken on resurfacing or altering the snow removal priorities.

William P. Taylor, P.Eng.,
Commissioner,
Public Works Department

BB RGC:jb

01070E


LOT 15
JAGUAR VALLEY DRIVE
DUNDAS STREET
PLAN E-19
APARTMENT SITE
WALKWAY
LOT 22
LOT 21
LOT 23
116316
144112VS(S)
194341VS
15' BELL TEL. & MISSISSAUGA HYDRO EASMT.
KIRWIN AVENUE
EAST ROAD
MAIN STREET
ENLARGEMENT SCALE 1"=60'
LOT 14
McGILL STREET (MILL'S SURVEY)
EDENHURST DRIVE
RANDI (PLAN TOR-12) ROAD
BLOCK 1
BLOCK 2
BLOCK 3
BLOCK 4
BLOCK 5
BLOCK 6
MISSISSAUGA
Public Works
DEVELOPMENT ENGINEERING
McGILL STREET AREA.

Corporate Report

Received by Clerk's Dept. OCT 18 1988

Clerk's Files A.01.08.01 J.04.02

12

Originator's Files 11 141 00045 13 111 00001 12 111 00012

OPERATIONS/WORKS OCT 26 1988

DATE: October 5, 1988.

TO: Chairman and Members of the Operations and Works Committee.

FROM: William P. Taylor, P.Eng., Public Works Department.

SUBJECT: Special District Street Name Signage.

ORIGIN: Public Works Department.

BACKGROUND: The three Business Improvement Areas (B.I.A.'s) in Mississauga have approached the Public Works Department with respect to the provision of distinctive street name signage for their areas.

COMMENTS: The Planning and Building and Public Works Departments have developed a proposed street name sign which can be manufactured in the Public Works Department sign shop and can be adapted for use in each of the B.I.A. areas by the use of different colours and distinctive decals.

The design of the signs has been reviewed with the B.I.A. executives of the Streetsville, Port Credit and Clarkson area and they agree with the sign design. The proposed signs are shown in the attached Figures 1 to 3. It is proposed that the street name signs be installed within each B.I.A. area as shown on the attached Figures 4 to 6.

The estimated costs for this program would be as follows:

1.	Clarkson	$ 3,000.00
2.	Streetsville	8,000.00
3.	Port Credit	9,000.00
		$20,000.00

Only the Clarkson B.I.A. has funds currently allocated in their C.A.I.P. budget. No funds are available from Streetsville or Port Credit at this time. Funds are not provided for in the Public Works Department 1988 Current Budget for this program.

From a City standpoint, there is merit in providing the distinctive district street name signage. Therefore, it is felt that the City should undertake at City cost the installation of the district street name signs in each of the B.I.A. areas.

... 2

CONCLUSION: The City of Mississauga should undertake at its cost the installation of special district street name signing in the B.I.A. areas. It is recommended that funds in the amount of $20,000.00 be transferred from the General Contingency Account to undertake the signage program within each B.I.A. area in 1988.

RECOMMENDATION:

a) That the City of Mississauga undertake the special district street name signs in the Clarkson, Port Credit and Streetsville Business Improvement Areas.

b) That a by-law be enacted to authorize the transfer of funds in the amount of $20,000.00 from the General Contingency Account to the Public Works Department Current budget for the installation of Special District Street Name Signage in the Clarkson, Port Credit and Streetsville Business Improvement Areas.

c) That the report dated October 5, 1988 from the Commissioner of Public Works be forwarded to the Clarkson, Port Credit and Streetsville Business Improvement Area Executive for their information.

W. P. Taylor, P. Eng.
Commissioner
Public Works Department

MP/edm
0594E

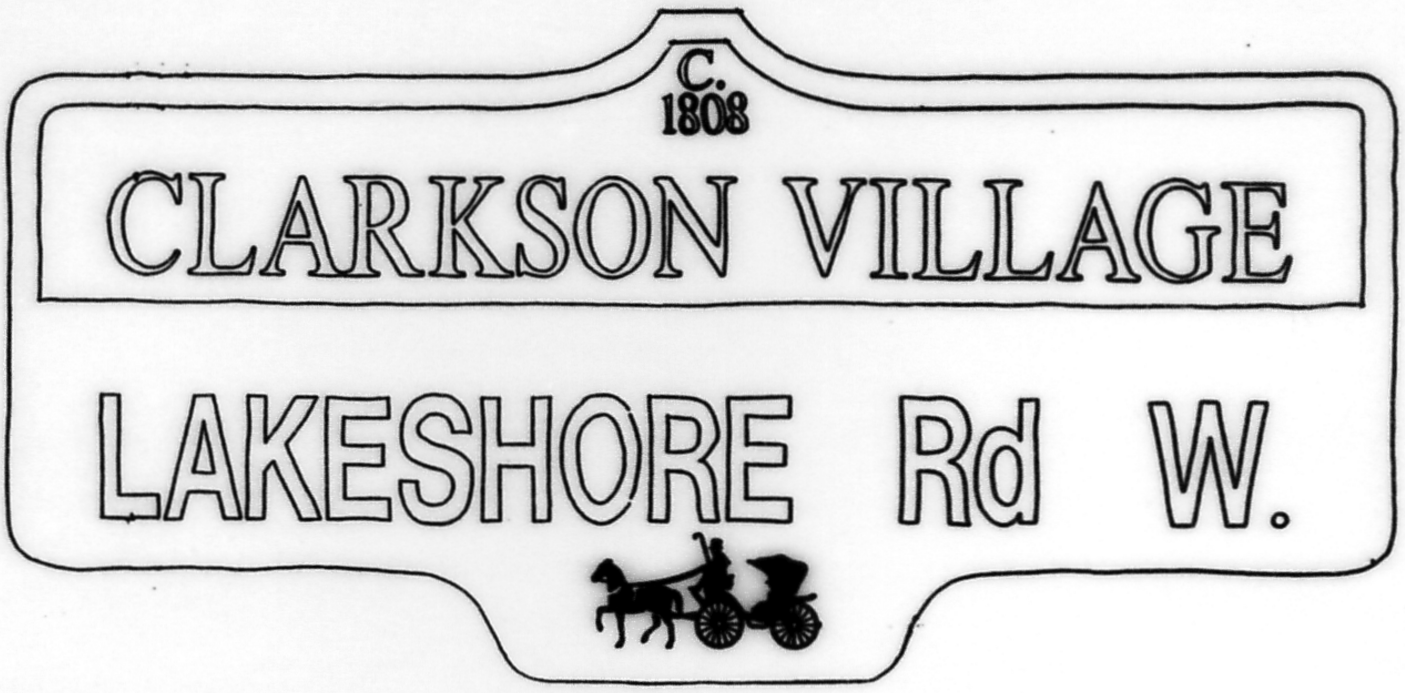


Figure 1

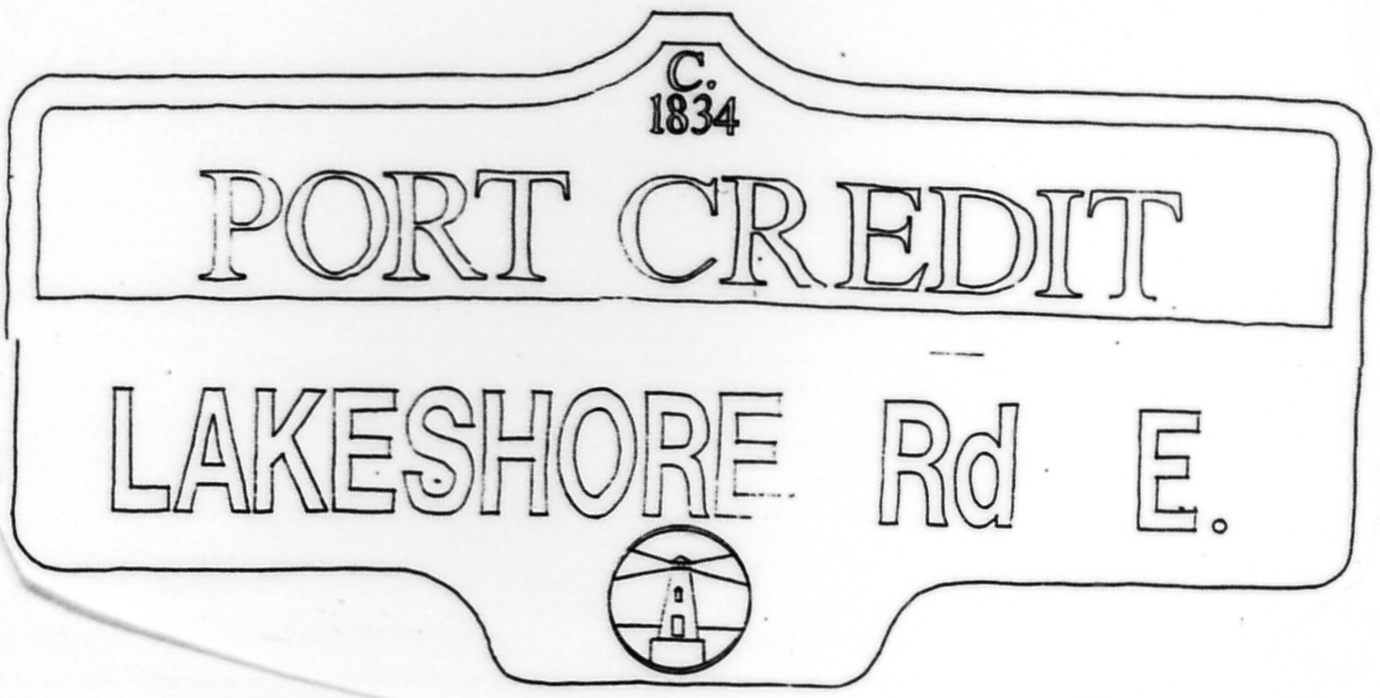


Figure 2

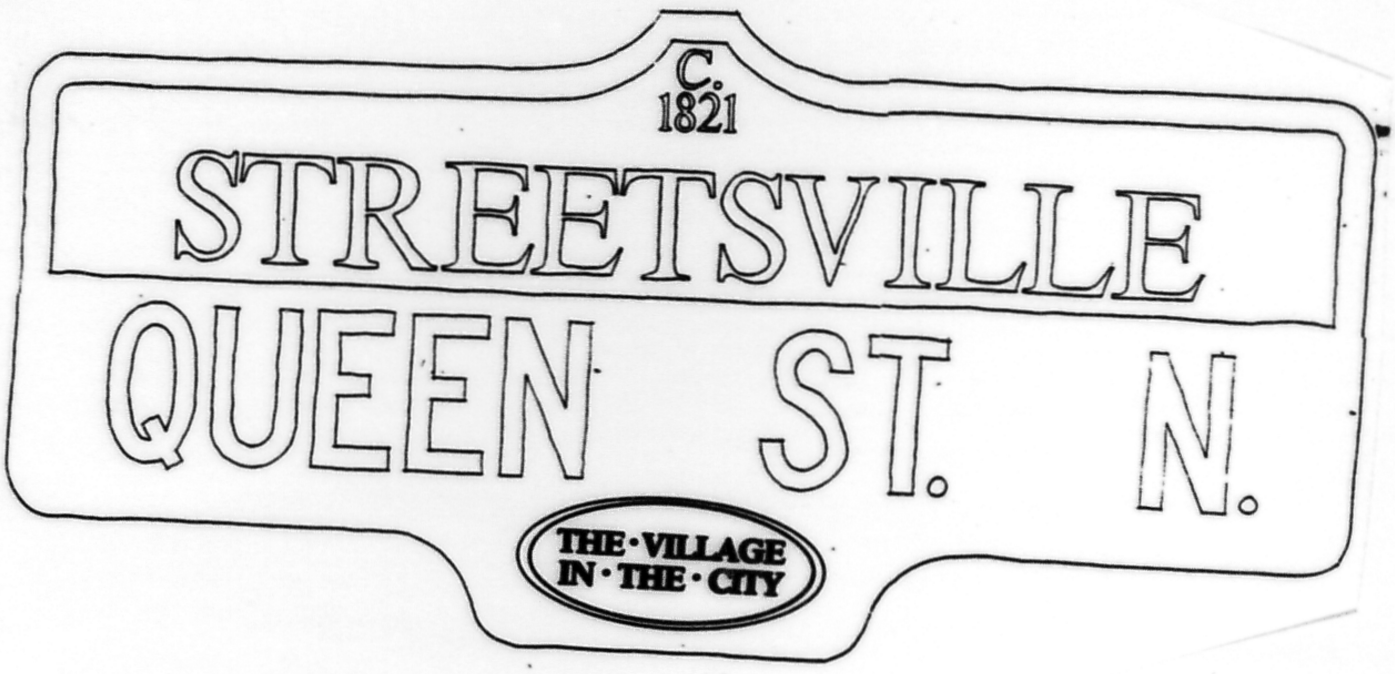


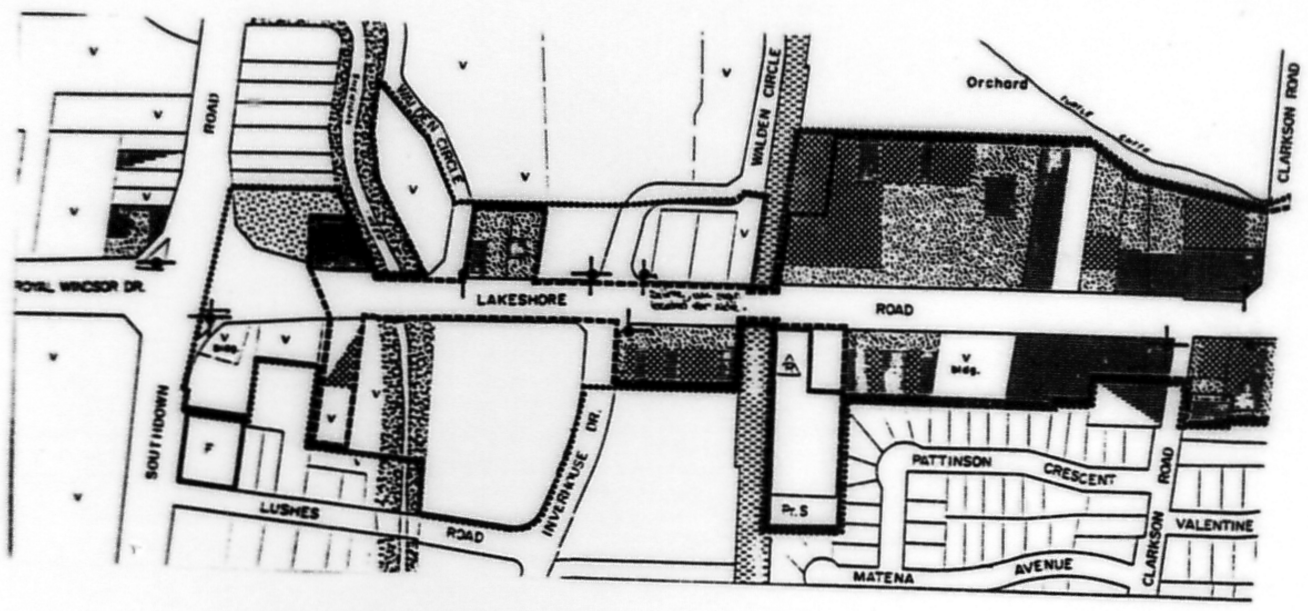
Figure 3

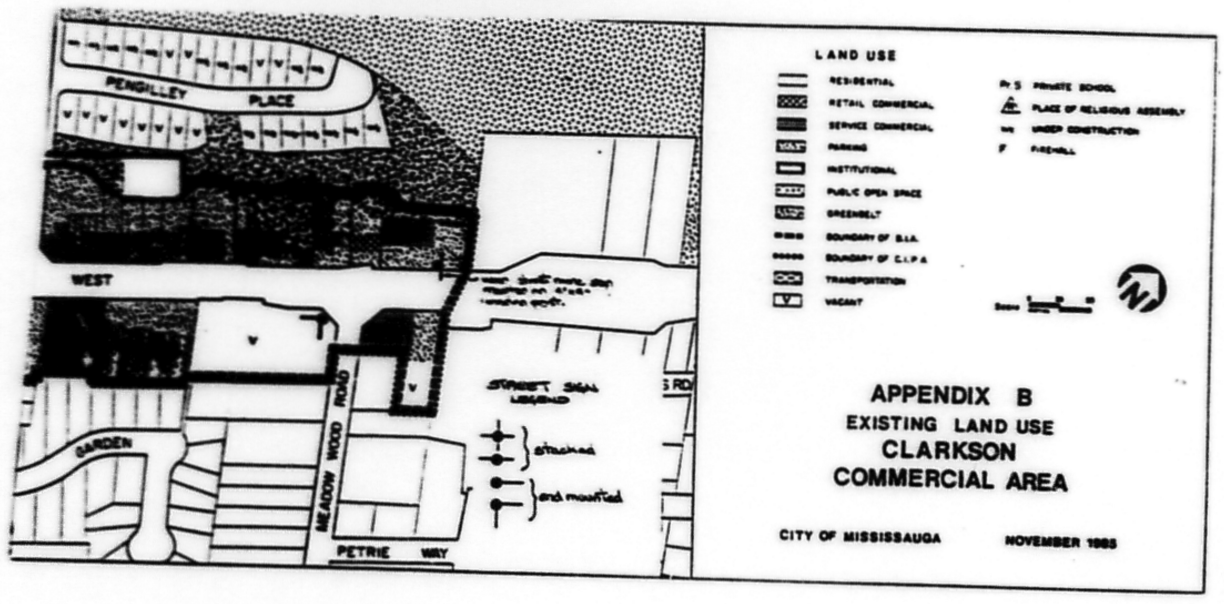
(d) 74

12(b)

FIGURE 4

PROPOSED SIGN LOCATIONS - CLARKSON B.I.A.





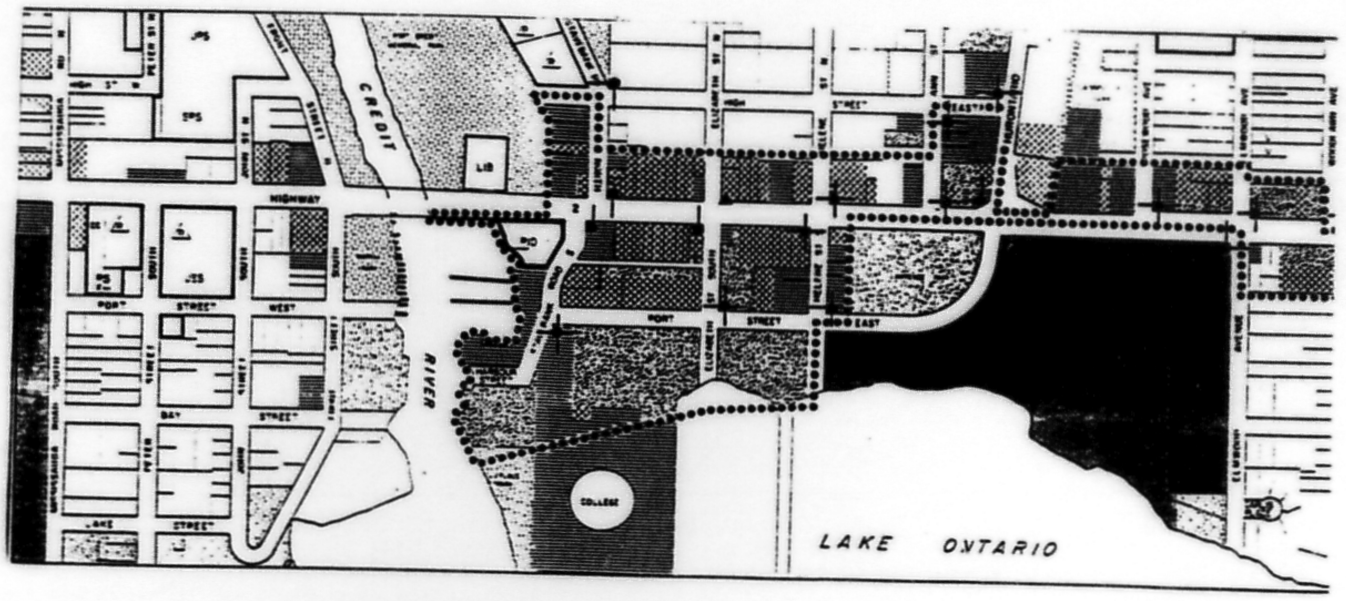
APPENDIX B
EXISTING LAND USE
CLARKSON
COMMERCIAL AREA

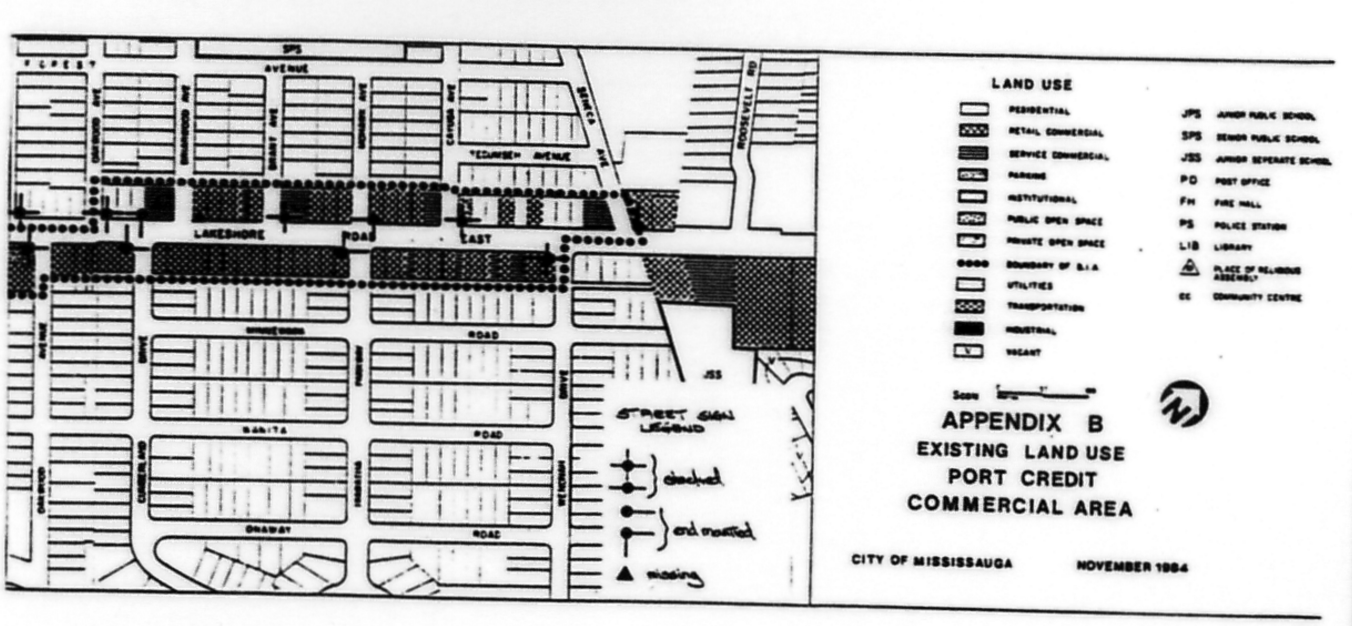
CITY OF MISSISSAUGA NOVEMBER 1985

12(4)

FIGURE 5

PROPOSED SIGN LOCATIONS - PORT CREDIT B.I.A.

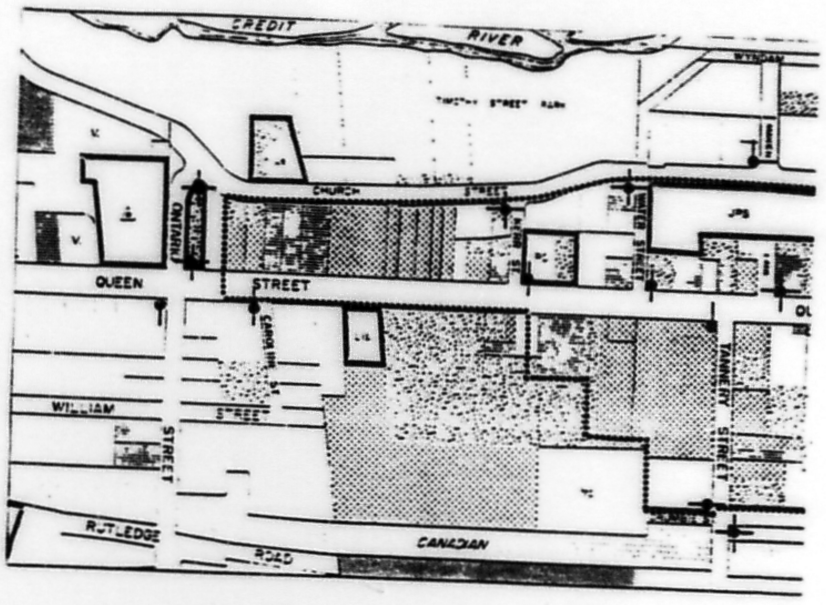


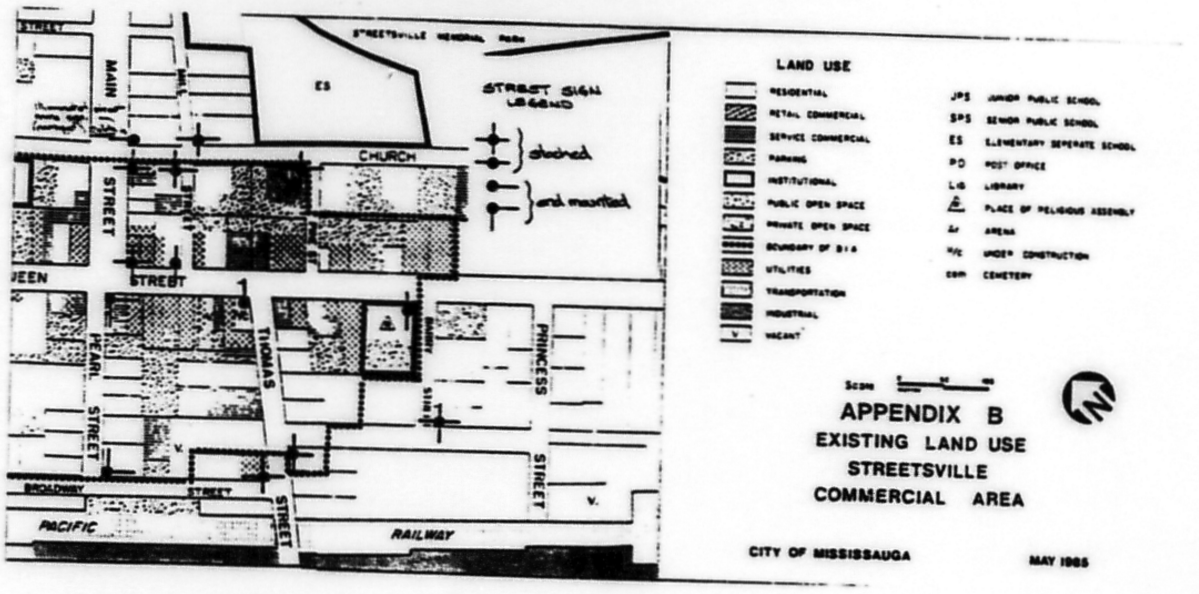


12/19

FIGURE 6

PROPOSED SIGN LOCATIONS - STREETSVILLE B.I.A.





APPENDIX B
EXISTING LAND USE
STREETSVILLE
COMMERCIAL AREA

CITY OF MISSISSAUGA MAY 1985

Corporate Report

Received by Clerk's Dept. OCT 18 1988

Clerk's Files T-83015 F.02.04.03 15

OPERATIONS/WORKS OCT 26 1988

Originator's Files T-83015 -Phase 1B 11-141-00045

DATE: October 13, 1988

TO: Chairman and Members of the Operations and Works Committee

FROM: W.P. Taylor, P. Eng., Commissioner, Public Works Department

SUBJECT: Temporary closure of Second Line West, between Bancroft Drive and Donway Drive (sketch attached), Fitzwood Subdivision, T-83015 - Phase 1B.

ORIGIN: Request from UMA Engineering Limited, Consulting Engineers, dated September 22, 1988 on behalf of Fitzwood Investments Limited, the developer of Credit Valley Meadows Subdivision located north of Britannia Road West and west of Second Line West.

COMMENTS: Under the terms of the Servicing Agreement for Credit Valley Meadows Subdivision, the developer is required to reconstruct Second Line West from Bancroft Drive to Donway Drive. This road closure is necessary in order to reconstruct the roadway along Second Line West as well as install the proposed underground services and the service connections for the lots fronting onto Second Line West. Due to the wide excavations required to install these services, it is not possible to maintain traffic along the existing road bed during construction.

In order to accommodate through traffic, it is recommended that a detour be provided through the internal subdivision roads namely Donway Drive and Bancroft Drive. These roads will be constructed to base asphalt prior to being used as a detour route.

The developer will comply with all the requirements of the Traffic and Transportation Section with regard to traffic control devices and signage.

Fitzwood Investments will be responsible for payment of all costs related to the closure and detour of Second Line West.

....2

13(a)

CONCLUSION: Second Line West should be closed and traffic can be detoured through the new subdivision roads for the period of November 1, 1988 to December 2, 1988.

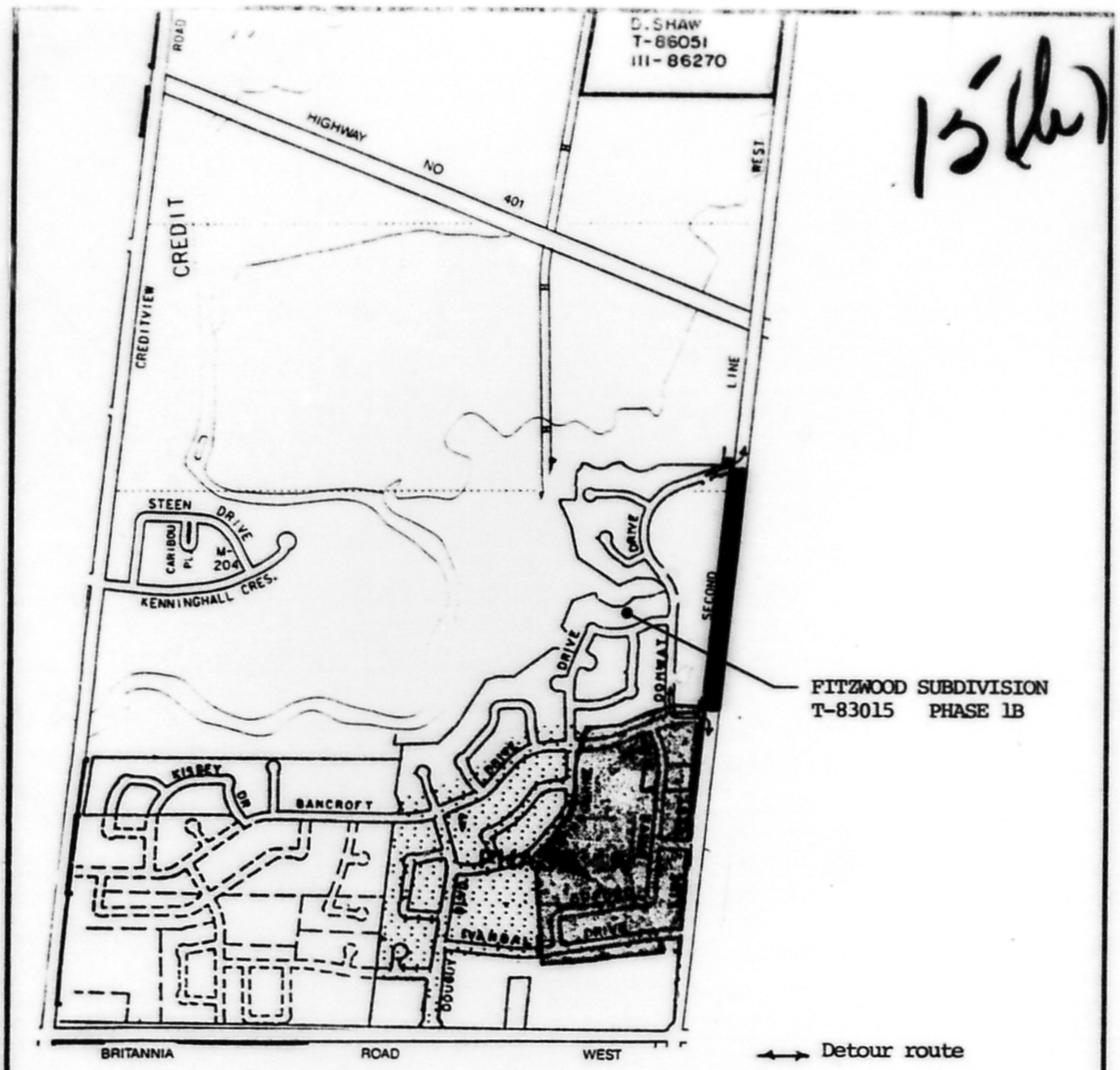
RECOMMENDATION: That a by-law be enacted to implement the closure of Second Line West between Bancroft Drive and Donway Drive from November 1, 1988 at 7:00 am. to December 2, 1988 at 7:00 pm. for the purpose of construction of underground services and road base.

William P. Taylor

WM/jam
0389E/223E

W. P. Taylor, P. Eng.
Commissioner
Public Works Department

c.c. R.G. Charlton
A.K. Drzewiecki
J. Pitushka
K. Schipper



15(b)

Detour route

Section of Second Line W to be closed.

MISSISSAUGA
Public Works

DEVELOPMENT ENGINEERING

Temporary closure of Second Line West between Donway Drive and Bancroft Drive.

16

Corporate Report

Received by Clerk's Dept. OCT 18 1988

Clerk's Files T-85018
F.02.03

OPERATIONS/WORKS OCT 26 1988

Originator's Files 11 141 00045
T-85018

DATE : October 13, 1988

TO : Chairman and Members of Operations and Works

FROM : W. P. Taylor, Commissioner, Public Works Department

SUBJECT : Closing of temporary Seaview Drive connection from Winston Churchill Blvd to Bushland Crescent

ORIGIN : Public Works Department

BACKGROUND :

The Ward Councillor and several of the area residents have become concerned with the temporary connection of Seaview Drive from Bushland Crescent to Winston Churchill Blvd.

The original design of this subdivision in the early 1970s called for the only access to Winston Churchill Blvd to be via Stockholm Road to the south. However, Bushland Crescent and Seaview Drive were cut off from Stockholm Road because of a small holdout property fronting on Winston Churchill Blvd and therefore the temporary road connection over lot 68 of the subdivision was installed as a temporary measure.

A subdivision application was received in 1985 for the lands between Stockholm Road and Seaview Drive, however the plan has shown little activity over the last two years.

It was suggested that the area residents be polled to determine their wishes with respect to maintaining the access over lot 68 recognizing that the subdivision to the south which would complete Bushland Crescent may not evolve for some time.

Survey Results

71 questionnaires were hand delivered to the affected residents as shown on the attached map. 53 of the questionnaires were returned. Of those returned 29 were against the closing of the Seaview Drive connection and 24 were in favour of the closing taking place immediately.

continued ...

16(a)

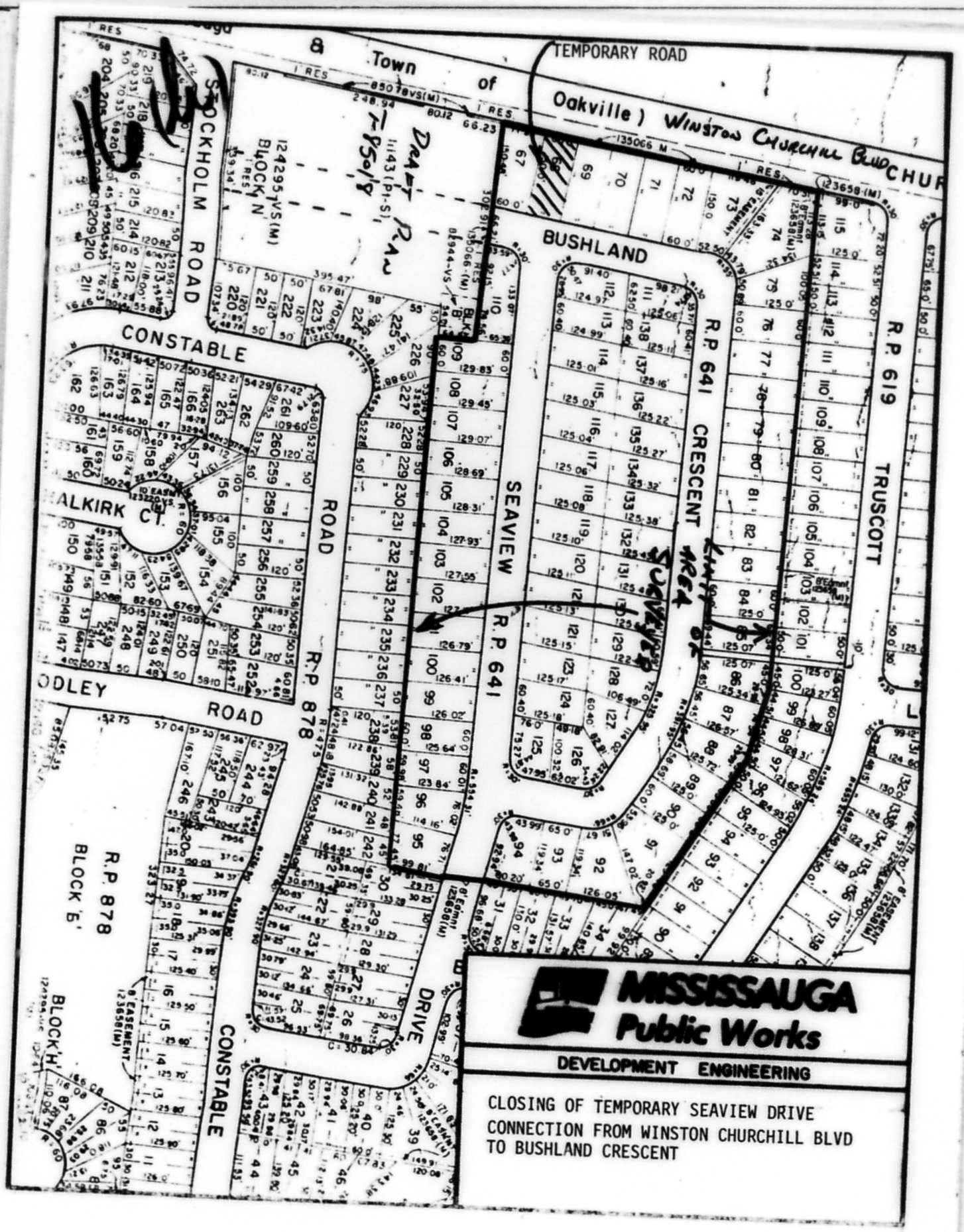
CONCLUSION : Based on the results of the questionnaire and the fact that the Region of Peel has not expressed a desire to close the Seaview Drive extension at Winston Churchill Blvd from a safety standpoint, the Seaview Drive extension from Bushland Crescent to Winston Churchill Blvd across lot 68 of RP-641 should be maintained until such time as the subdivision to the south proceeds allowing Bushland Crescent to be connected with Stockholm Road.

RECOMMENDATION : That the extension of Seaview Drive from Winston Churchill Blvd to Bushland Crescent across lot 68 of RP-641 be maintained until such time as Bushland Crescent can be extended to Stockholm Road.

William P. Taylor, P.Eng.,
Commissioner
Public Works Department

RGC:jb

1070E


TEMPORARY ROAD
Town of Oakville)
WINSTON CHURCHILL BLVD
BUSHLAND
CRESCENT
R.P. 641
R.P. 619
TRUSCOTT
SEAVIEW
DRIVE
CONSTABLE
ROAD
R.P. 878
BLOCK 'B'
BLOCK 'H'
ALKIRK CT.
ODLEY
ROAD
DRAFT R.P. 20R-
SURVEYED AREA
MISSISSAUGA
Public Works
DEVELOPMENT ENGINEERING
CLOSING OF TEMPORARY SEAVIEW DRIVE
CONNECTION FROM WINSTON CHURCHILL BLVD
TO BUSHLAND CRESCENT

Corporate Report

Received by Clerk's Dept. 17

Clerk's Files J.05.88008.1

OPERATIONS/WORKS OCT 26 1988

Originator's Files 11 141 00011
13 211 00038

DATE: October 18, 1988.

TO: Chairman and Members of Operations and Works Committee.

FROM: William P. Taylor, P.Eng., Public Works Department.

SUBJECT: Safety of Children on Bristol Road.

ORIGIN: October 11, 1988 Council Meeting.
Report Request 325-88.

BACKGROUND: At the Council meeting of October 11, 1988 a decision was made to build McLaughlin Road to a two lane facility with a left turn lane at intersections and a continuous left turn lane where land is available rather than the original Public Works Department proposal of a five lane cross-section. At this Council meeting a deputation appeared concerned about the safety of children on Bristol Road due to any increased traffic which might result from the reduction of the widening of McLaughlin Road. Council subsequently directed staff to prepare a report on the issues raised by the deputation including whether Bristol Road can accommodate any diverted traffic and whether sidewalks can be constructed on the west side of McLaughlin Road.

COMMENTS: In the City of Mississauga's Official Plan McLaughlin Road and Bristol Road are classified as major collector roadways with proposed twenty-six metre right-of-ways, however, McLaughlin Road between Eglinton Avenue and Matheson Boulevard is designated as a scenic route. Therefore, both roadways are intended to accommodate both local as well as through traffic. Presently, Bristol Road has been constructed to a four lane cross-section between Hurontario Street and McLaughlin Road. Bristol Road will ultimately be a through road between Queen Street and Kennedy Road. McLaughlin Road has been constructed to a four lane facility between Bristol Road and Eglinton Avenue. Presently, McLaughlin Road ends at Eglinton Avenue, however, it is planned that Confederation Parkway will link up with McLaughlin Road in the six to ten year period.

..../2

17(a)

COMMENTS: (cont.)

The original intention was that McLaughlin Road would be constructed to a four lane facility with a continuous centre turn lane. Although this road configuration is not required to accommodate existing traffic, eventually with development, the remaining lanes would be required. With the decision to build McLaughlin Road to a two lane facility, the completion of Mavis Road will be expedited. It is also expected that a Highway 401/Mavis Road interchange will be required sooner than originally expected. Presently, this interchange is not within the Ministry of Transportation's five year program.

Concern was expressed by residents along Bristol Road that due to the construction of McLaughlin Road to a two lane facility that traffic will be encouraged to use Bristol Road between McLaughlin Road and Hurontario Street. It is not expected that this will occur initially, however, as traffic volumes increase on McLaughlin Road this could occur. Similarly, traffic could be encouraged to use Bristol Road, west of McLaughlin Road, to Mavis Road. The amount of traffic which could use Bristol Road as an alternative to McLaughlin Road is difficult to estimate as much depends on how lands develop along Hurontario Street and Mavis Road, and to what degree these roadways are congested.

As previously stated Bristol Road is designated as a major collector roadway in the Official Plan and therefore can be expected to carry through traffic. Bristol Road has been built as a four lane facility and it is expected that any additional traffic could be accommodated on Bristol Road. In the long term even with the construction of Mavis Road it is expected that a deficiency will occur in north-south road capacity in this area.

Concern was expressed about the safety of children along Bristol Road. Presently single family homes front onto the south side of Bristol Road. Sidewalks are presently in place on the south side. No development has taken place on the north side of Bristol Road, however, it is expected that lands immediately east of McLaughlin Road will develop similar to the south side. It is not known how the north side of Bristol Road, west of Hurontario Street, will develop. It is expected that as development occurs there will be an increase in pedestrian travel between lands north and south of Bristol Road. Provision has been made to accommodate future traffic signals along Bristol Road at McLaughlin Road, Fairwind Drive and Huntingfield Drive as pedestrian/vehicular traffic warrants installation. As development proceeds on the north side of Bristol Road a sidewalk will be constructed on the north side. The existing and future sidewalks and future traffic signals should provide protection for pedestrians travelling along and crossing Bristol Road.

..../3

17(h)

COMMENTS: (cont.) In the existing McLaughlin Road right-of-way, adjacent to Board of Education property, it is technically feasible to construct sidewalks on the west side. The Public Works Department was not proposing to build a sidewalk on the west side as it would necessitate the cutting of trees within the road right-of-way.

CONCLUSION: Concern has been expressed by residents along Bristol Road between McLaughlin Road and Hurontario Street that with the construction of McLaughlin Road as a two lane facility north of Bristol Road, traffic will be encouraged to use Bristol Road to gain access to Hurontario Street. Initially it is not expected that this will occur, however, in the future as traffic volumes increase along McLaughlin Road, this could occur. Bristol Road is designated as a major collector roadway, and has presently been constructed to a four lane facility. Bristol Road should be able to accommodate any additional traffic diverted due to the decision to reconstruct McLaughlin to two lanes. Existing and future sidewalks and future traffic signals will provide protection for pedestrians travelling along and crossing Bristol Road. In the long term, even with the construction of Mavis Road, it is expected that a deficiency will occur in north-south road capacity in this area. It is not proposed to construct a sidewalk on the west side of McLaughlin Road as it would necessitate the cutting of trees.

RECOMMENDATION: That the report dated October 18, 1988 from the Commissioner of the Public Works Department providing an update on the safety of children on Bristol Road, be received for information.

William P. Taylor, P.Eng.,
Commissioner,
Public Works Dept.

MP/dab
0594E

18

Corporate Report

Received by Clerk's Dept. OCT 19 1988

Clerk's Files F.02.04.05

OPERATIONS/WORKS OCT 26 1988

Originator's Files 11 141 00045
11 161 00011
13 211 88223

DATE: October 18, 1988.

TO: Chairman and Members of the Operations and Works Committee.

FROM: William P. Taylor, P.Eng., Public Works Department.

SUBJECT: 1988 Santa Claus Parade.

ORIGIN: Mr. Fred Jenkins, Mississauga Knights of Columbus, 3025 The Credit Woodlands, Suite 222, Mississauga, L5C 2V3.

COMMENTS: The Knights of Columbus are coordinating the 1988 Santa Claus Parade on Sunday, November 20, 1988 between the hours of 1:00 p.m. and approximately 4:00 p.m. In order to accommodate the parade they have requested the following road closures:

- Hillcrest Avenue between Confederation Parkway and Hurontario Street;
- Hurontario Street between Dundas Street and Robert Speck Parkway;
- Burnhamthorpe Road between Robert Speck Parkway and Confederation Parkway;
- Civic Centre West Road between Burnhamthorpe Road and Civic Centre North Road;
- Civic Centre North Road between Civic Centre West Road and Duke of York Boulevard;
- Duke of York Boulevard between City Centre Drive and Civic Centre North Road;
- City Centre Drive between Civic Centre West Road and Duke of York Boulevard.

The parade will stage at the Hillcrest Avenue 'GO' station, head east on Hillcrest Avenue, north on Hurontario Street, west on Burnhamthorpe Road, north on Civic Centre West Road, east on City Centre Drive in front of the Civic Centre and disperse at Square One. The parade will utilize the south side of Burnhamthorpe Road in order that it may pass directly in front of the Sussex Centre where a special congregation of handicapped children will be present. The V.I.P. viewing area will be located in front of the Civic Centre.

18(a)

The Knights of Columbus have secured arrangements with the Peel Regional Police for traffic and crowd control, and with the Public Works Department for the supply and installation of all related signage. This signage will include advance notification, detour, road closure and barricades. The group has been advised to secure permission from 'GO' Transit and Square One for the use of their respective properties.

Traffic will be detoured around the parade using Dundas Street to the south, Confederation Parkway and Mavis Road to the west, Eglinton Avenue and Rathburn Road to the north and Central Parkway and Cawthra Road to the east.

CONCLUSION: Complete road closures are necessary due to the magnitude of this event; to allow for adequate viewing areas; and to ensure crowd control and an adequate level of safety. All emergency and essential services will be advised by the Public Works Department.

The Knights of Columbus have been advised that proof of liability insurance in the amount of two million dollars with the City as a named insured, and completion of a road closure permit are requirements prior to this event.

RECOMMENDATION: That permission be granted to the Knights of Columbus and that a by-law be enacted to implement the following road closures for the 1988 Santa Claus Parade on Sunday, November 20, 1988:

(a) Hillcrest Avenue between Confederation Parkway and Hurontario Street, 7:00 a.m. - 2:00 p.m.

(b) Hurontario Street between Dundas Street and Robert Speck Parkway, 1:00 p.m. - 4:00 p.m.

(c) Burnhamthorpe Road between Robert Speck Parkway and Confederation Parkway, 1:00 p.m. - 4:00 p.m.

(d) Civic Centre West Road between Burnhamthorpe Road and Civic Centre North Road, 1:00 p.m. - 4:00 p.m.

(e) Civic Centre North Road between Civic Centre West Road and Duke of York Boulevard, 1:00 p.m. - 4:00 p.m.

(f) Duke of York Boulevard between City Centre Drive and Civic Centre North Road, 1:00 p.m. - 4:00 p.m.

(g) City Centre Drive between Civic Centre West Road and Duke of York Boulevard, 1:00 p.m. - 4:00 p.m. ;

.../3

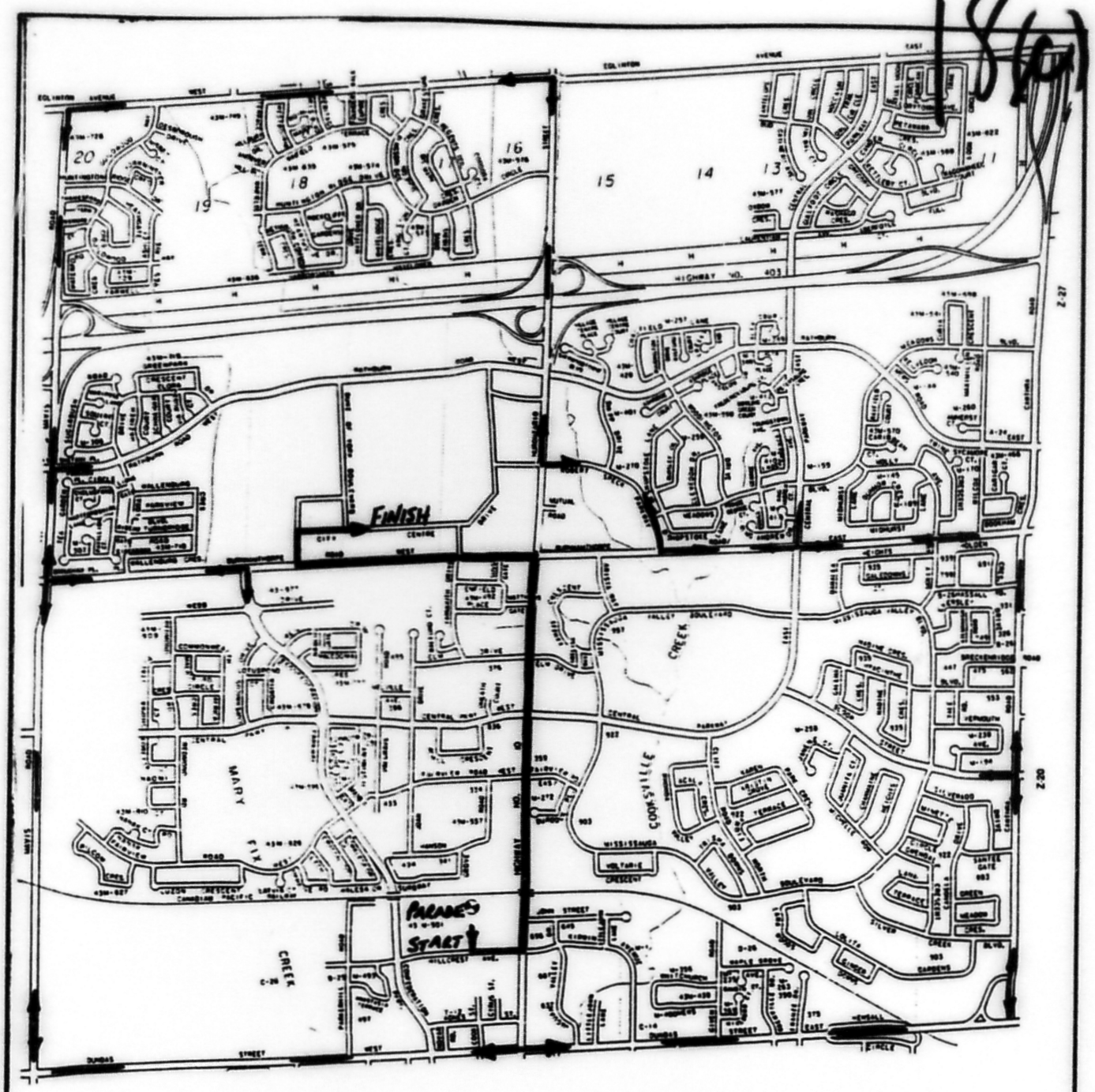
RECOMMENDATION: (continued)

Subject to proof of liability insurance in the amount of at least two million dollars naming the City as insured and to the completion of a road closure permit with the Public Works Department.

William P. Taylor, P.Eng.
Commissioner,
Public Works Dept.

SB/dab
0594E

c.c. Sgt. Tom Richmond - Peel Regional Police (11th Division)



MISSISSAUGA
Public Works

TRAFFIC & TRANSPORTATION

SANTA CLAUS PARADE ROUTE AND TRAFFIC DETOURS

19

Corporate Report

Received by Clerk's Dept. OCT 18 1988

Clerk's Files F.06.04.02

OPERATIONS/WORKS OCT 26 1988

Originator's Files 11 141 00045
11 161 00011
13 211 0008

DATE: October 4, 1988.

TO: Chairman and Members of the Operations and Works Committee.

FROM: William P. Taylor, P.Eng., Public Works Department.

SUBJECT: Parking Prohibition - Stillmeadow Road.

ORIGIN: Walter Klein, 2151 Stillmeadow Road - through Councillor Culham's office.

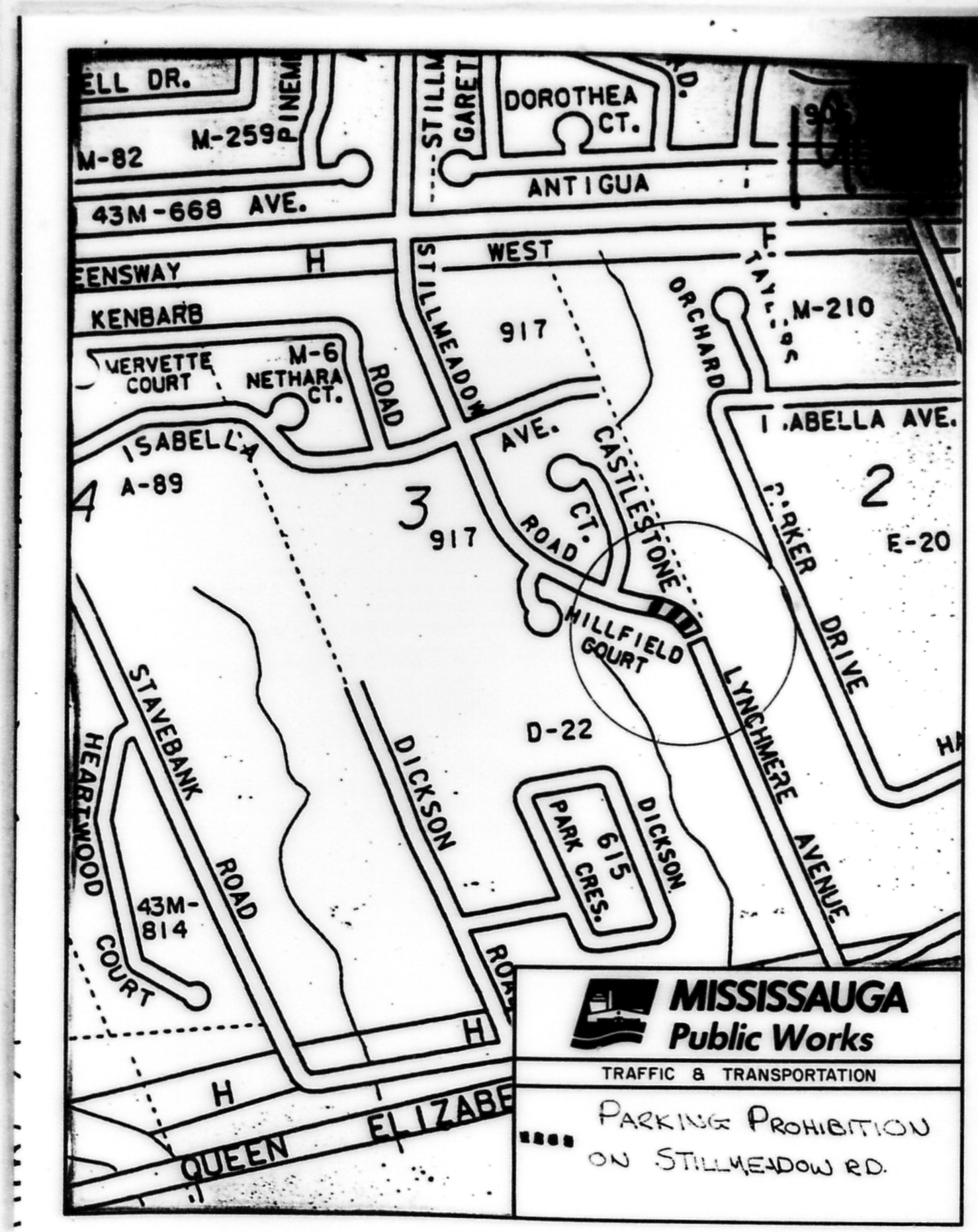
COMMENTS: Public Works personnel have reviewed on-street parking on Stillmeadow Road at the south limit barrier in response to Mr. Klein's concerns. The barrier separates Stillmeadow Road from Lynchmere Avenue. Vehicles are consistently parked in the vicinity of this barrier obstructing the sightlines at Mr. Klein's driveway. Mr. Klein has requested a 'no parking' restriction from the barrier to a point fifteen metres north-westerly thereof. Upon review of this area it was found that a restriction of 9 metres would be more feasible since it would not effect parking for neighbouring residents. Visibility and safety would be greatly increased if parking were prohibited on this section of Stillmeadow Road.

CONCLUSION: In the interest of safety pertaining to Mr. Klein's property, parking should be prohibited through this section of Stillmeadow Road to ensure safer traffic operations within the area.

RECOMMENDATION: That a by-law be enacted to amended By-law 444-79, as amended, to implement a parking prohibition on the east side of Stillmeadow Drive from the south limit to a point 9 metres north westerly thereof.

William P. Taylor, P.Eng.
Commissioner,
Public Works Dept.

sl/d
0594E


ELL DR.
M-82
M-259
PINEM
43M-668 AVE.
STILLM
GARET
DOROTHEA CT.
ANTIGUA
EENSWAY
H
KENBARB
WEST
STILLMEADOW
ORCHARD
M-210
917
MERVETTE COURT
M-6
NETHARA CT.
ROAD
ISABELLA
AVE.
CASTLESTONE
CT.
ROAD
ISABELLA AVE.
A-89
4
3
917
2
E-20
PARKER DRIVE
MILLFIELD COURT
LYNCHMERE AVENUE
D-22
DICKSON
DICKSON
615 PARK CRES.
STAVEBANK
ROAD
HEARTWOOD
COURT
43M-814
H
H
QUEEN ELIZABE
MISSISSAUGA
Public Works
TRAFFIC & TRANSPORTATION
PARKING PROHIBITION
ON STILLMEADOW RD.

Corporate Report

Received by Clerk's Dept. OCT 18 1988

Clerk's Files F.06.04.10

Originator's Files 11 141 00045
11 161 00011
13 211 00058

OPERATIONS/WORKS OCT 26 1988

DATE: October 4, 1988.

TO: Chairman and Members of the Operations and Works Committee.

FROM: William P. Taylor, P.Eng., Public Works Department.

SUBJECT: 40 km/hr School Zone - Colonial Drive.

ORIGIN: John Rimmer, 4135 Colonial Drive (821-9744).

COMMENTS: The Public Works Department received a request from Mr. John Rimmer, to reduce the posted speed limit in the area of All Saints Elementary School located on Colonial Drive. The school was opened for the 1988 school year.

Currently, there is a 50 km/hr speed limit on Colonial Drive along the section fronting All Saints School. In keeping with Departmental practice, the speed limit should be reduced to 40 km/hr in the area of the school frontage.

Implementing a reduced speed school zone should help to reduce potential hazards to the students and increase the level of safety. Additional studies regarding an all-way stop and school crossings are currently being conducted as a result of requests from the school principal and area residents. Upon their completion, the results will be forwarded to the Committee with appropriate recommendations.

CONCLUSION: In the interest of safety for area students, a 40 km/hr school zone should be implemented on Colonial Drive between Thorncrest Drive and a point 83 metres north of Drummond Road.

RECOMMENDATION: That a by-law be enacted to amended By-law 444-79, as amended, to implement a reduced speed 40 km/hr school zone on Colonial Drive between Thorncrest Drive and a point 83 metres north of Drummond Road.

William P. Taylor, P.Eng.,
Commissioner,
Public Works Dept.

RG/ccb
0594E


HIGHWAY
BROOK
20(a)
CON. 2
CRESCENT
43M-781
DRIVE
CHARTRAND CRES
43M-606
HARGROVE
RD
DRIVE
WILMAR
CRES
GALBRAITH
ROSSLAND
CRES
VARDEN
CHARTRAND CRES
BERTRAND ROAD
43M-639
HALSTEAD
ROAD
ROAD
43M-605
All Saints School
DRUMMOND
RIDGEWAY
RUSHTON
CRESCENT
RENFREW
43M-640
CRESCENT COLONIAL
43M-604
THORNCRE
DOLSON
DRPE
MISSISSAUGA
Public Works
TRAFFIC & TRANSPORTATION
COLONIAL DRIVE
All Saints School
Proposed 40km/h
School Zone

21

Corporate Report

Received by Clerk's Dept. OCT 18 1988

Clerk's Files F.06.04.05.

OPERATIONS/WORKS OCT 26 1988

Originator's Files 11 141 00045
11 161 00011
13 211 00029

DATE: October 14, 1988.

TO: Chairman and Members of the Operations and Works Committee.

FROM: William P. Taylor, P.Eng., Public Works Department.

SUBJECT: Request for all-way stops:

Westbourne Terrace/Winfield Terrace;
Heritage Hills Boulevard/Winfield Terrace;
Huntington Ridge Drive/Winfield Terrace.

Reduced Speed School Zone:

Kingsbridge Garden Circle.

ORIGIN: Petition forwarded to Councillor Taylor from Kingsbridge/Heritage Hills Community Group Association. Report Request No. 221-88.

COMMENTS: The Public Works Department has recently conducted turning movement counts at the subject locations. The intersection of Westbourne Terrace and Winfield Terrace was omitted due to the lack of both side street volumes and collisions. Only one accident has occurred at this intersection involving a pedestrian. The driver had been travelling at approximately 40 km/hr and was not charged since the pedestrian started onto the street from between two parked vehicles. This would therefore be considered an isolated incident and not a basis for the installation of an all-way stop.

At the remaining locations results of all-way stop warrant calculations, derived from the a.m. plus p.m. peak hours, averaged, are as follows:

Heritage Hills Boulevard/Winfield Terrace:

Part 'A'	Volume from all approaches	89%
Part 'B'	Minor street volume	170%

Huntington Ridge Drive/Winfield Terrace:

Part 'A'	Volume from all approaches	31%
Part 'B'	Minor street volume	129%

Both parts 'A' and 'B', individually, must fulfill the minimum requirement of 100% for all-way stop warrants to be technically satisfied.

..../2

21(a)

Although the intersection of Heritage Hills Boulevard and Winfield Terrace currently falls slightly short of meeting warrants, an all-way stop could be implemented due to the increasing development in the area. It is apparent that warrants will soon be satisfied, and that traffic conditions may improve with all-way stop installation.

In addition, St. Matthew's Elementary School was recently opened on Kingsbridge Garden Circle between Huntington Ridge Drive and Winfield Terrace. It is Department policy approved by Council to reduce the speed limit in such residential school zones to 40 km/hr. This should help to increase the overall level of safety for area school children.

CONCLUSION:

The Public Works Department has conducted a number of traffic studies, at the request of Councillor Taylor and area residents, in the Kingsbridge/Heritage Hills subdivision. Results from these studies have indicated that an all-way stop could be implemented at the intersection of Heritage Hills Boulevard and Winfield Terrace. Furthermore, a 40 km/hr reduced speed school zone should be implemented on Kingsbridge Garden Circle between Huntington Ridge Drive and Winfield Terrace fronting St. Matthews Elementary School.

RECOMMENDATION:

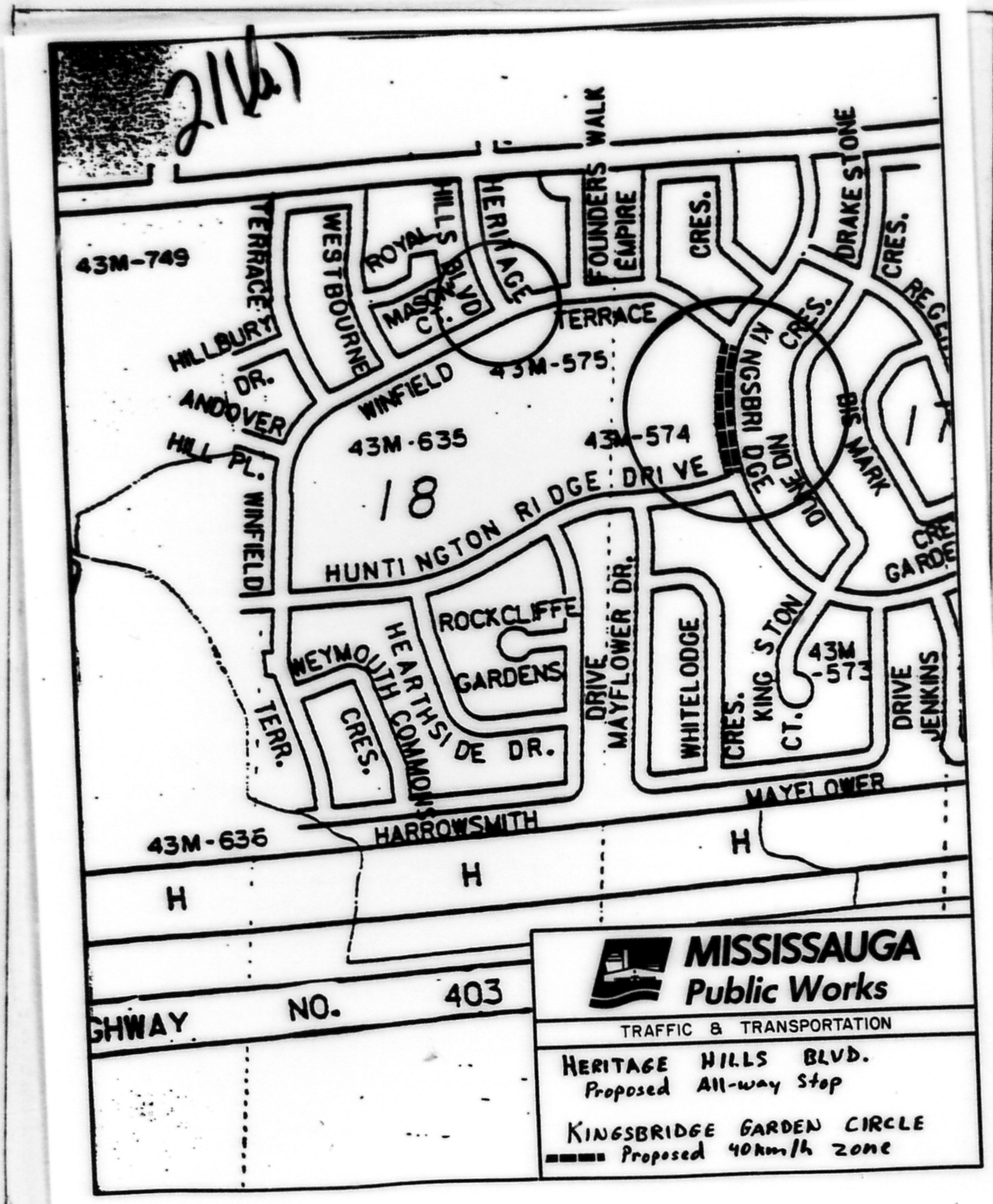
That a by-law be enacted to amended By-law 444-79, as amended, to implement the following:

(a) An all-way stop at the intersection of Heritage Hills Boulevard and Winfield Terrace;

(b) A reduction in maximum speed limit on Kingsbridge Garden Circle between Huntington Ridge Drive and Winfield Terrace, to 40 km/hr.

William P. Taylor, P.Eng.,
Commissioner,
Public Works Dept.

RG/dab
0594E


43M-749
TERRACE
HILLBURY
DR.
ANDOVER
HILL PL.
WESTBOURNE
ROYAL
MASON
HILLS BLVD.
HERITAGE
FOUNDERS
EMPIRE
CRES.
DRAKE STONE
CRES.
WINFIELD
TERRACE
43M-575
43M-635
43M-574
18
HUNTINGTON RIDGE DRIVE
KINGSBRIDGE
GARDEN CIR.
DUNDONALD
CRES.
WHITELODGE
CRES.
KINGSTON
CT.
43M-574
DRIVE
JENKINS
MAYFLOWER DR.
ROCKCLIFFE
GARDENS
WEYMOUTH
CRES.
HEARTHSIDE DR.
TERR.
MAYFLOWER
HARROWSMITH
43M-636
H
H
H
GHWAY
NO.
403
MISSISSAUGA
Public Works
TRAFFIC & TRANSPORTATION
HERITAGE HILLS BLVD.
Proposed All-way stop
KINGSBRIDGE GARDEN CIRCLE
Proposed 40km/h zone

Corporate Report

Received by Clerk's Dept.

Clerk's Files B.02.86034

22

OPERATIONS/WORKS OCT 2 6 1988

Originator's Files

DATE: October 20, 1988

TO: Chairman and Members of the Operations and Works Committee

FROM: Terence L. Julian, A.M.C.T., C.M.C.
City Clerk

SUBJECT: Parkland overdedication by Menkes Developments Inc.

ORIGIN: Consolidated Report dated July 16, 1987. Item No. 7 - Section A, Planning.

COMMENTS: As a condition of draft plan approval, Block 10 on draft plan of subdivision 21T-86034M was accepted by the City to satisfy the parkland requirement. The total parkland dedication exceeds the required dedication by 0.484 acres. The additional lands are required for inclusion to the existing park to accommodate a buffer area near the sports facilities at Dunton Athletic Field.

An appraisal report has been completed which estimates the value of the overdedicated lands at $217,800.00. Menkes Developments Inc. has agreed to accept this amount as full compensation and is prepared to release any and all claims with respect to the dedication.

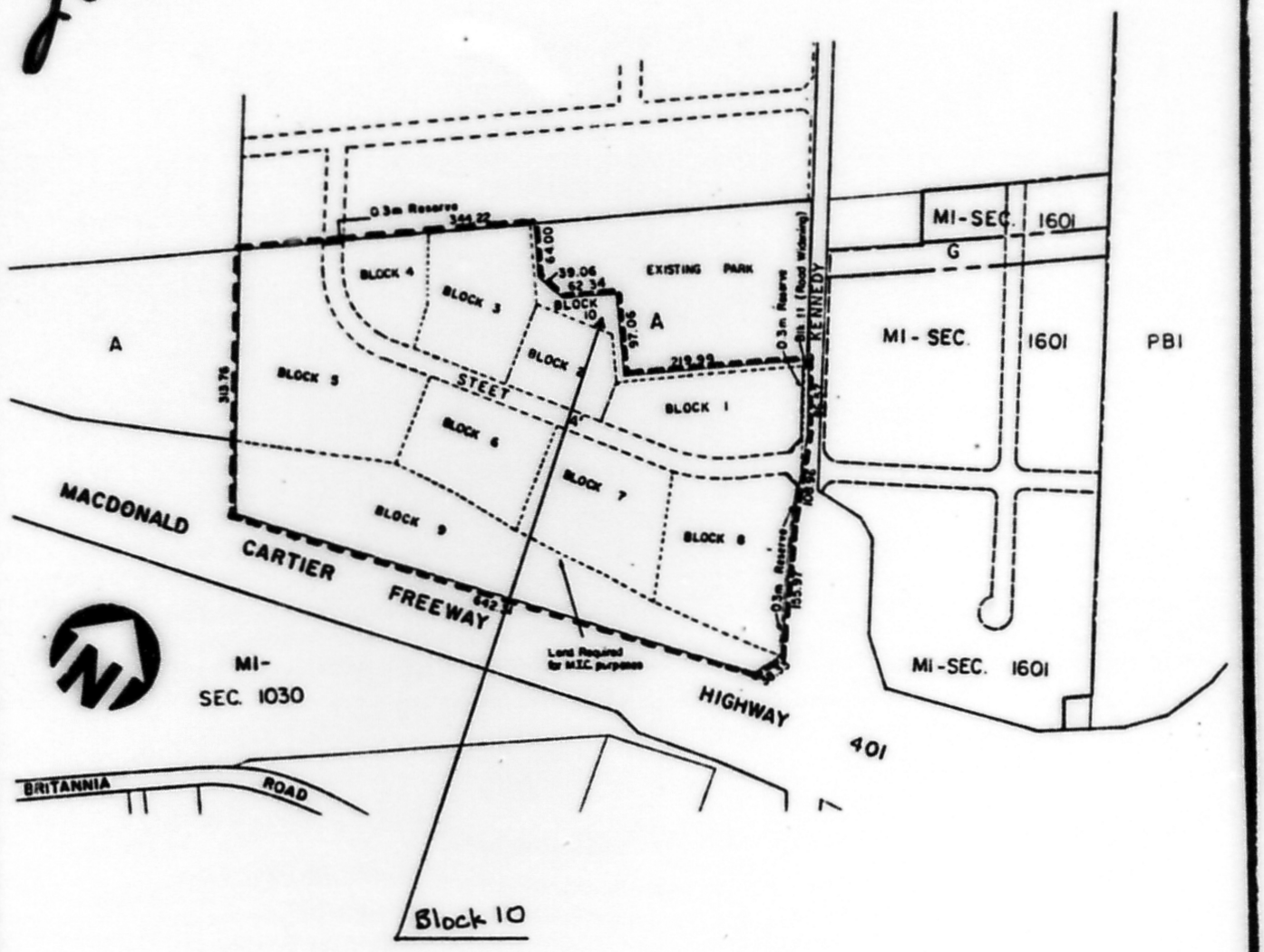
Recreation and Parks Department have advised that sufficient funds exist under account P.N. 87-801.

RECOMMENDATION: That the sum of $217,800.00 be approved as full compensation for 0.484 acres of parkland overdedicated by Menkes Developments Inc. in connection with plan of subdivision T-86034.

Terence L. Julian, A.M.C.T., C.M.C.
City Clerk

SS:mc

22(a)



MISSISSAUGA
Clerk's Department
Realty Services

Menkes Developments Inc.
Plan of Subdivision T-86034
Block 10

FILE No. B.02.86034

Corporate Report

Received by Clerk's Dept. OCT 18 1988

23

Clerk's Files

E.02.02.02.45
T-86017 and
OZ/44/86

Originator's Files

OPERATIONS/WORKS OCT 26 1988

DATE: October 18, 1988

TO: Operations & Works Committee

FROM: Terence L. Julian, City Clerk

SUBJECT: Closure of Part of the Original Road Allowance Between Lot 8, Range 5, N.D.S. and Lot 23, Concession 2, N.D.S.

ORIGIN: Resolution #353-88 dated August 17, 1988.

COMMENTS: As part of the development of adjacent lands, an unnamed original road allowance was required to be conveyed to be developed in conjunction with the adjacent plans of subdivision. Although the road was never travelled, it is necessary to close the road allowance purusant to the provisions of Section 298 of the Municipal Act. Council, at its meeting on September 26, 1988, enacted By-law No. 635-88 stopping up the road allowance.

Council Resolution #353-88 not only authorized the stopping up of the road allowance but also the conveyance to the abutting owners at market value, pursuant to City policy. However, discussions with the solicitors for the abutting owners, the City's Legal and Public Works Department have determined that pursuant to Section 318 (1) of the Municipal Act "a person in possession of the whole or any part of an original allowance for road in place of which he or any of his predecessors in title has laid out and opened a new road or street without receiving compensation for the site of it is entitled to the soil and freehold of such allowance or part of it and, if it has not already been conveyed to him or to his predecessor in title, to a conveyance of it".

23(a)

COMMENTS: It has come to our attention that By-law 150 of the Township of Toronto referred as part of the recital of consideration "another road having been allowed across the said lot in lieu of the original, and no consideration having been paid by the authorities for the same". This appears to refer to the old Streetsville Road, commonly known as Creditview Road. Therefore, the owners abutting the road allowance stopped up pursuant to By-law No. 635-88 are entitled to a gratuitous conveyance. The Legal and Public Works Departments concur with this recommendation.

RECOMMENDATION:

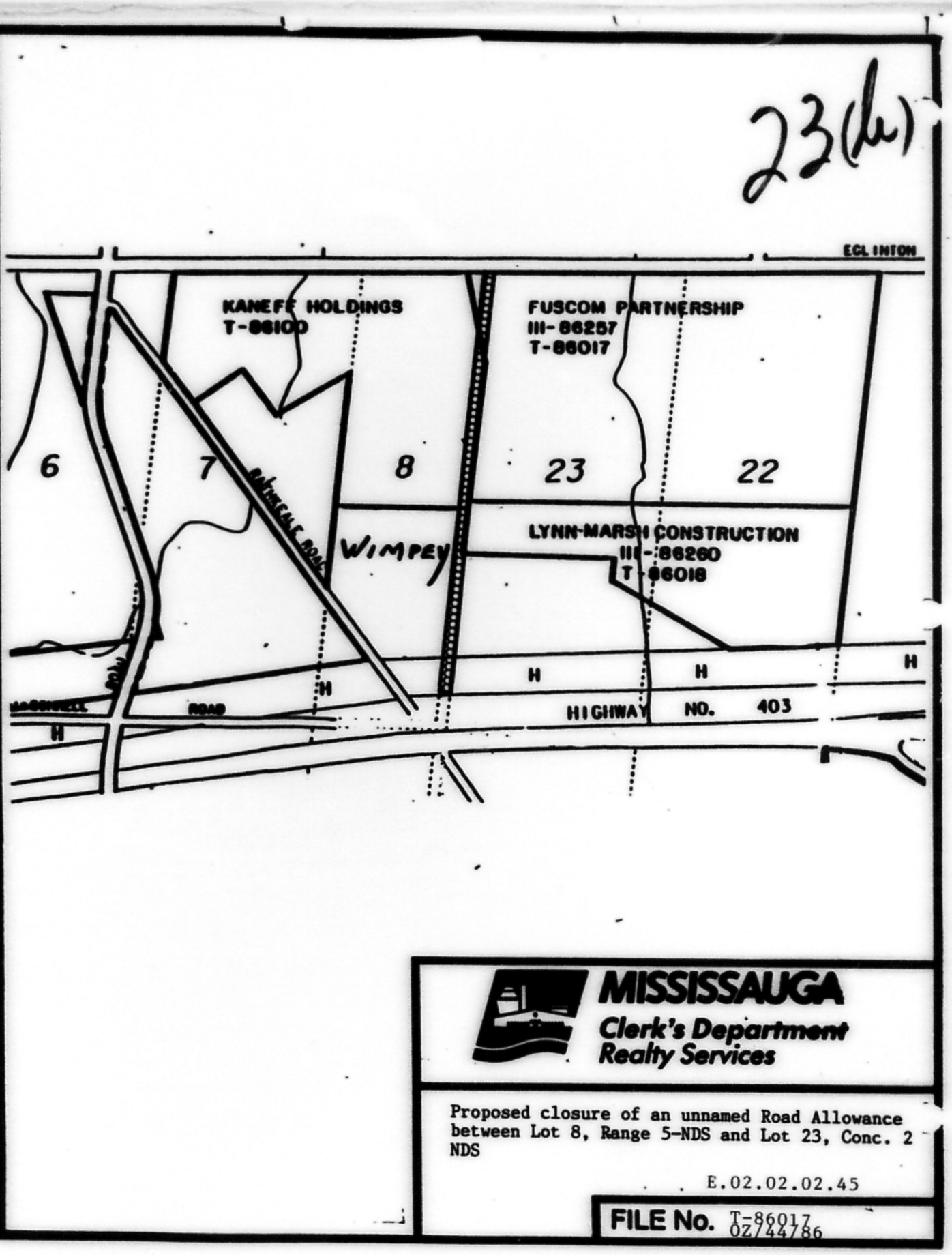
(a) That the stopped up part of the unnamed road allowance comprised of lands between Lot 8, Range 5, NDS and Lot 23, Concession 2, NDS stopped up pursuant to By-law No. 635-88 and registered on title as Instrument No. 866876 be conveyed gratuitously to the abutting owners.

(b) That a by-law be enacted authorizing execution of transfers of lands closed by By-law No. 635-88 to the abutting owners pursuant to the provisions of Section 318 of the Municipal Act, R.S.O. 1980.

Terence L. Julian, A.M.C.T., C.M.C.
City Clerk

RKJ/mc
2114C

23(h)



MISSISSAUGA
Clerk's Department
Realty Services

Proposed closure of an unnamed Road Allowance between Lot 8, Range 5-NDS and Lot 23, Conc. 2 NDS

E.02.02.02.45

FILE No. T-86017
OZ/44786

Corporate Report

24

P.V.A. DATE Oct. 17/88

OPERATIONS/WORKS

Received by Clerk's Dept. OCT 07 1988

Clerk's Files L. 08.04.01

Originator's Files

DATE: October 5, 1988

TO: Chairman and Members of the Public Vehicle Authority.

FROM: William P. Taylor, P.Eng.,
Commissioner of Public Works

SUBJECT: Proposed increase in Brokerage dues for Aerofleet Services Ltd.

ORIGIN: Letter received October 3, 1988 from Mr. M. A. Malik, Manager of Aerofleet Services Ltd. (attached)

COMMENTS: Mr. Malik, Manager of Aerofleet Services Ltd. has advised the Vehicle Licensing Staff in writing of a proposed increase in brokerage dues for Aerofleet Services Ltd. from the current $300.00 per month to $340.00 per month effective November 1, 1988.

Under Section 72 of By-Law 697-84, as amended, the following notice must be given:

Taxicab Broker Prohibitions

72. No licensed taxicab broker shall:

(1) charge dues or increase his dues unless he has first:

(i) submitted in writing a notice of intent to Council at least one (1) month prior to the proposed effective date of any increase; and,

(ii) prominently displayed in the brokerage office a copy of the notice of intent for at least one (1) month prior to the proposed effective date of any increase.

1058E/p115

.../2

24(a)

Staff have visited the Aerofleet brokerage office and observed a copy of the attached notice posted for all drivers informing them of the impending increase in dues.

Following is a list of the six (6) taxicab brokerages in the City of Mississauga along with their present maximum allowable monthly brokerage dues and total number of taxicabs being dispatched.

BROKERAGE	NO. OF TAXICABS	MONTHLY DUES
*Aerofleet	67	$300.00
Aeroport	50	$225.00
Air Travellers	12	$325.00
Blue & White	65	$350.00
City Taxi	86	$250.00
Intercab/Peel Taxi	121	$325.00
	AVERAGE BROKERAGE FEES	$295.00

*Aerofleet Services Ltd. has not increased its brokerage dues since October, 1986.

CONCLUSION: Staff have no objection to this requested increase in brokerage dues by Aerofleet Services Limited except that it appears Council will not be notified of the intent one month prior to the effective date of November 1, 1988 as stated in the written request.

RECOMMENDATION: That Aerofleet Services Ltd. notification to increase their brokerage dues from $300.00 to $340.00 per month be effective December 1, 1988.

William P. Taylor, P. Eng.
Commissioner of Public Works

JH:lk
1058E/p115

24 Oct

AEROFLEET SERVICES

Sept 27,1988.

The Corporation of the City of Mississauga
300- City Centre Dr,
Mississauga ONT L5B 3C1

Attn:- Mr. R. Nisbet (Manager).

This is to inform you that as of November 1st 1988 the brokerage dues of Aerofleet Services Ltd will be $340.00.

If you have any question with regard to this matter please don't hesitate to call me.

Yours truly

(M . A . MALIK)
Manager.

RECEIVED
OCT 3
PUBLIC WORKS DEPARTMENT

[illegible] 678-1077 1-800-268-0905

25

MISSISSAUGA PUBLIC VEHICLE AUTHORITY

OCTOBER 17, 1988
A.03.04.01

REPORT NO. 9-88

TO: The Operations and Works Committee

OPERATIONS/WORKS OCT 26 1988

LADIES AND GENTLEMEN:

The Mississauga Public Vehicle Authority presents its ninth report and recommends:

PVA-54-88 That Ramesh Kapoor, Mississauga Airport Public Transportation Vehicle driver number 506, be nominated for "Driver of the Month" for July 1988.

L.08.04.04
(PVA-54-9-88)

PVA-55-88 That Fred Demchuck, Mississauga taxicab driver number 232, be nominated for "Driver of the Month" for August 1988.

L.08.04.04
(PVA-55-9-88)

PVA-56-88 That the report dated October 5, 1988, from William P. Taylor, Commissioner of Public Works, regarding a proposed requirement that all applicants for a Taxicab Driver's Licence show proof of successful completion of a certified Defensive Driving Course prior to being licensed, be deferred to a future meeting, pending a staff report setting out all the options available with regard to defensive driving courses, and an investigation of current Provinical action in this regard.

L.08.04.02
(PVA-56-9-88)

PVA-57-88 That Thomas Horder-Despard be permitted to transfer taxicab owner's licence and plate #370, for taxicab owners licence and plate #12 with airport permit #372.

L.08.04.02
(PVA-57-9-88)

PVA-58-88 That the increase in flat rate tariffs as requested by Frank Clifford, President of the Airport Taxicab Association, be referred to the tariff sub-committee of the Public Vehicle Authority for review and report.

L.08.02
(PVA-58-9-88)

PVA-59-88 That the concerns expressed by Vijay Kalhan, President, I.L.O.D.A., in his August 19, 1988, letter to Councillor D. Culham, regarding the 35 new limousine permits issued by Transport Canada, the subsequent request for Mississauga A.P.T.V. licenses, and several other matters of concern at Lester B. Pearson International Airport, be referred to a future meeting of the Public Vehicle Authority, when the information requested from Mr. C. Heed, Airport General Manager is available for consideration.

L.08.04.02
(PVA-59-9-88)

PVA-60-88 (a) That Public Works staff determine the status of the study initiated by Tranport Canada regarding ground transportation at Lester B. Pearson International Airport.

(b) That the following letters regarding Tom La Bella's application to operate a van service to and from the Airport, be referred to a future meeting of the Public Vehicle Authority, when the results of the study by Transport Canada are available:

1. Letter dated August 10, 1988, from Mayor H. McCallion to Mr. Don Blenkarn, M.P. Mississauga South,

2. Letter dated July 28, 1988, from Don Blenkarn,

3. Letter dated August 12, 1988, from Mayor McCallion to Mr. E. A. Kosarenko, General Manager Pricing, CP Express & Transport,

4. Letter dated August 10, 1988, from Mr. E. A. Kosarenko.

L.02.01, L.08.03
(PVA-60-9-88)

25(b)

PVA-61-88 That the request of Mr. P. Danevicius to amend By-law 697-84, to prohibit the use of magnetic fender numbers on Mississauga Taxicabs, be denied at this time.

L.08.04.01
(PVA-61-9-88)

PVA-62-88 That City Taxi's notification to increase their brokerage dues from $250.00 to $325.00 per month, be effective November 1, 1988.

L.08.04.01
(PVA-62-9-88)

PVA-63-88 That the report and recommendation dated October 5, 1988, from William P. Taylor, Commissioner of Public Works, regarding a proposed increase in Brokerage dues for Aerofleet Services Ltd., be referred to Council, pending clarification by the Public Works Department, of the date the letter of notification was received by City staff.

L.08.04.01
(PVA-63-9-88)

26

TRAFFIC SAFETY COUNCIL
0058C/179C

OCTOBER 19, 1988
A.03.04.11.02

REPORT NO.7-88

To: Operations and Works Committee

OPERATIONS/WORKS OCT 26 1988

LADIES AND GENTLEMEN:

The Traffic Safety Council presents its seventh report and recommends:

TSC-71-88 That the report dated October 4, 1988, from William P. Taylor, Commissioner of Public Works, regarding the proposed speed limit reduction at St. Elizabeth Seton School on Glen Erin Drive, be received for information.

F.06.03.02
(TSC-71-7-88)

TSC-72-88 That the following items be referred to the Site Inspection Subcommittee of the Traffic Safety Council, with the request that a site inspection take place in the area of St. Elizabeth Seton Separate School, as soon as possible:

(a) September 26, 1988, letter, and October 19, 1988, deputation to the Traffic Safety Council, by Mrs. Dale Milczarczyk, 2784 Quill Crescent, regarding traffic problems in the area of St. Elizabeth Seton Separate School;

(b) Petition from parents with children attending St. Elizabeth Seton Separate School, Glen Erin Drive, as presented to the Traffic Safety Council on October 19, 1988, requesting a reduction in the speed limit in the area of St. Elizabeth Separate School on Glen Erin Drive, from 50 km. to 40 km., and that the reduced speed limit be enforced.

F.06.03.02
(TSC-72-7-88)

TSC-73-88 That the Site Inspection Subcommittee of the Traffic Safety Council be requested to carry out a site inspection at Copenhagen Road and Derry Road, to determine if warrants are met for a Crossing Guard.

F.06.03.02
(TSC-73-7-88)

26(a)

TSC-74-88 That the report dated September 22, 1988, from William P. Taylor, Commissioner of Public Works, regarding the posting of signs and pavement markings at Indian Grove School Crossing, be received for information.

F.06.03.02
(TSC-74-7-88)

TSC-75-88 That, further to the October 12, 1988, letter of Mr. and Mrs. Gerald Dumol, 646 Willowbank Trail, setting out their concern and suggestions regarding vehicles parked along Willowbank Trail, in front of St. Vincent De Paul School, the Site Inspection Subcommittee of the Traffic Safety Council be requested to carry out a site inspection at this location.

F.06.03.02
(TSC-75-7-88)

TSC-76-88 That the letter dated September 30, 1988, from R. J. Scott, Manager, Transportation and Assessment, Dufferin Peel Roman Catholic Separate School Board, regarding conflicting school times at Crossing Guard locations serving two schools, be received for information.

F.06.03.02
(TSC-76-7-88)

TSC-77-88 That a Crossing Guard not be placed at Battleford Road and Glen Erin Drive, as warrants are not met.

F.06.03.02
(TSC-77-7-88)

TSC-78-88 (a) That appropriate school signs be installed at Huntington Ridge Public School, including white lines on Huntington Ridge Drive.

(b) That the speed limit on Huntington Ridge Drive in the vicinity of Huntington Ridge Public School, be reduced to 40 km.

(c) That 'No U-Turn' Prohibitions be posted on Huntington Ridge Drive, near Huntington Ridge Public School.

(d) That when the appropriate signage is installed on Huntington Ridge Drive, the Peel Regional Police be requested to enforce the 'No U-Turn' regulations.

(e) That the Principal of Huntington Ridge Public School, be requested to advise parents of safe driving habits.

F.06.03.02
(TSC-78-7-88)

TSC-79-88 That the memo dated October 12, 1988, from William P. Taylor, Commissioner of Public Works, regarding School Safety Patrols, be received for information.

F.06.03.07
(TSC-79-7-88)

TSC-80-88 That the Guidelines for the Selection of Sites for School Patrols, as amended by the Traffic Safety Council on October 19, 1988, be approved.

F.06.03.02
(TSC-80-7-88)

TSC-81-88 That further to the October 19, 1988, deputation of Mrs. Ian Ross, 29 Hurontario Street, to the Traffic Safety Council, with regard to the intersection of Park Street and Rosewood Avenue, the Site Inspection Subcommittee of the Traffic Safety Council be requested to carry out a site inspection at Park Street and Rosewood Avenue, to determine if warrants are met for a Crossing Guard.

F.06.03.02
(TSC-81-7-88)

TSC-82-88 (a) That the October 19, 1988, request of Mr. G. Shannon, Principal, Miller's Grove Junior Public School, 6325 Miller's Grove, to the Traffic Safety Council, to have the crossing lines and 'School Crossing' signs on Miller's Grove moved, be approved;

(b) That William P. Taylor, Commissioner of Public Works, be requested to make the requested changes to the crossing lines and 'School Crossing' signs on Miller's Grove, in accordance with City policy.

F.06.03.06
(TSC-82-7-88)

TSC-83-88 (a) That the request of Mrs. Penny Jocsak, Chairperson, North Cooksville Community Association for the installation of an all-way stop at Hillcrest Avenue and Parkerhill Road, be denied, as warrants are not met.

(b) That the Stop Sign at the north east corner of Hillcrest Avenue and Parkerhill Road, be appropriately installed.

(c) That the hedges on the three corners of Hillcrest Avenue and Parkerhill Road, be appropriately trimmed to improve the site triangles.

F.06.03.02
(TSC-83-7-88)

2(6)(c)

TSC-84-88 That, due to constantly increasing traffic and pedestrians at Joan Drive and Central Parkway, a Crossing Guard be placed at this location.

F.06.03.02
(TSC-84-7-88)

TSC-85-88 (a) That a Crossing Guard not be placed at Huntington Ridge Drive and Kingsbridge Circle, as warrants are not met.

(b) That appropriate school and speed signs be installed in the area of St. Matthew Separate School, 280 Kingsbridge Garden Circle.

(c) That the School Principal at St. Matthew Separate School, and the Peel Regional Police, be requested to give consideration to the implementation of a School Patrol.

(d) That this area be reinspected once a School Patrol is operating.

F.06.03.02
F.06.03.07
(TSC-85-7-88)

Corporate Report

Received by Clerk's Dept.

#27

Clerk's Files

Originator's Files

OCT 26 1988

OPERATIONS/WORKS

DATE: October 24, 1988

TO: Mayor and Members of Council

FROM: W.P.Taylor, P.Eng., Commissioner, Public Works

SUBJECT: Vacant Dilapidated Buildings

COMMENTS: The subject of this report is a vacant two storey detached dwelling, and a detached garage located at 7228 Airport Road, being Part Lot 12, Concession 6 E.H.S., Mississauga.

The buildings are in a total state of disrepair, with window glass being broken, and doors missing, and the buildings are open to any person wishing to enter.

Communications with the property owners, Zanlog Investments Incorporated, relating to the conditions have not resulted in any changes to the property. For this reason the attached draft by-law was prepared, and the authority for such by-law is found in the MUNICIPAL ACT which provides that the Council may require the owner to pull down and remove the building within a specified time, or in default thereof, it can be taken down by the City's forces, at the owners expense.

RECOMMENDATION: That the attached by-law authorizing the pulling down of the free standing buildings at the owners expense at 7228 Airport Road, Mississauga, be enacted and passed by the Mayor and the Clerk and the Corporate Seal be affixed thereto.

William P. Taylor, P. Eng.
Commissioner, Public Works

W.P.T.:ev
attach
c.c. B.Payton

Corporate Report

Received by Clerk's Dept. #28

Clerk's Files

Originator's Files 11 141 00045
11 161 00011
13 211 00006

DATE: October 21, 1988. OPERATIONS/WORKS OCT 26 1988

TO: Chairman and Members of the Operations and Works Committee.

FROM: William P. Taylor, P.Eng., Public Works Department.

SUBJECT: Proposed Closures of Haig Boulevard, Ogden Avenue and Revus Road at the C.N. Rail Crossings.

ORIGIN: Mr. G. Salvo, Engineering Services Engineer, Southern Ontario District, C.N. Rail, Suite 401, 277 Front Street West, Toronto, M5L 1E7

COMMENTS: C.N. has requested the following road closures to install concrete crossings:

Haig Boulevard:
Monday - Wednesday, November 7 - 9,
8:30 a.m. - 4:00 p.m. daily.

Ogden Avenue:
Thursday, Friday & Monday, November 10, 11, & 14,
8:30 a.m. - 4:00 p.m. daily.

Revus Road:
Tuesday - Thursday, November 15 - 17,
8:30 a.m. - 4:00 p.m. daily.

The installation of the concrete crossings will result in a superior crossing providing much improved riding quality and a considerable reduction in maintenance.

C.N. has indicated that the complexity of the work requires full road closures, however, these closures can be restricted to off-peak hours 8:30 a.m. - 4:00 p.m.

CONCLUSION: In view of the scope of the work C.N. is proposing to undertake and the benefits which should result, the Public Works Department does not object to these closures. Further, as requested by C.N., this Department will install and/or provide the required closure and detour signing.

..../2

RECOMMENDATION: That a by-law be enacted to implement the closures of:

Haig Boulevard:
Monday - Wednesday, November 7 - 9,
8:30 a.m. - 4:00 p.m. daily.

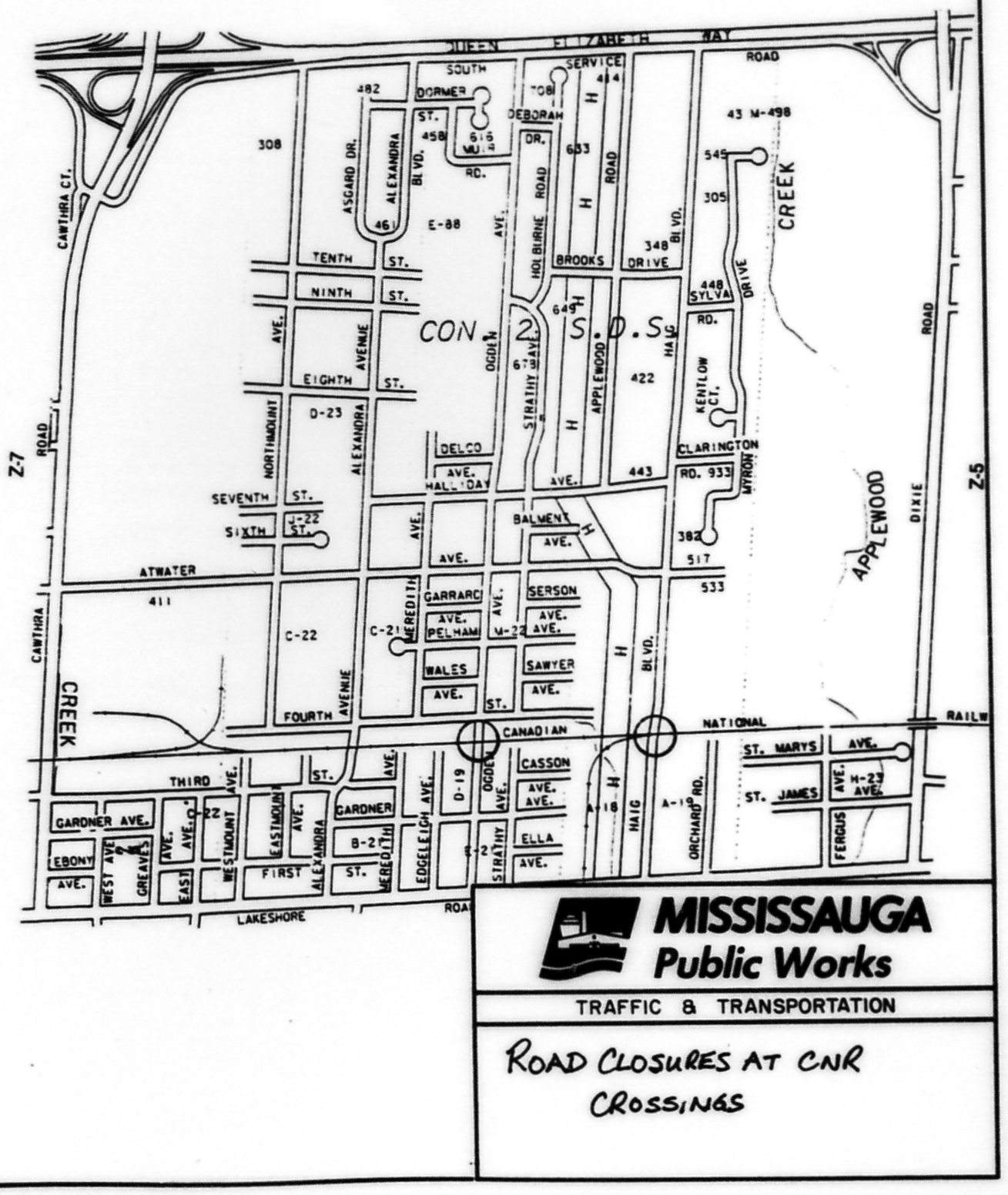
Ogden Avenue:
Thursday, Friday & Monday, November 10, 11, & 14,
8:30 a.m. - 4:00 p.m. daily.

Revus Road:
Tuesday - Thursday, November 15 - 17,
8:30 a.m. - 4:00 p.m. daily.

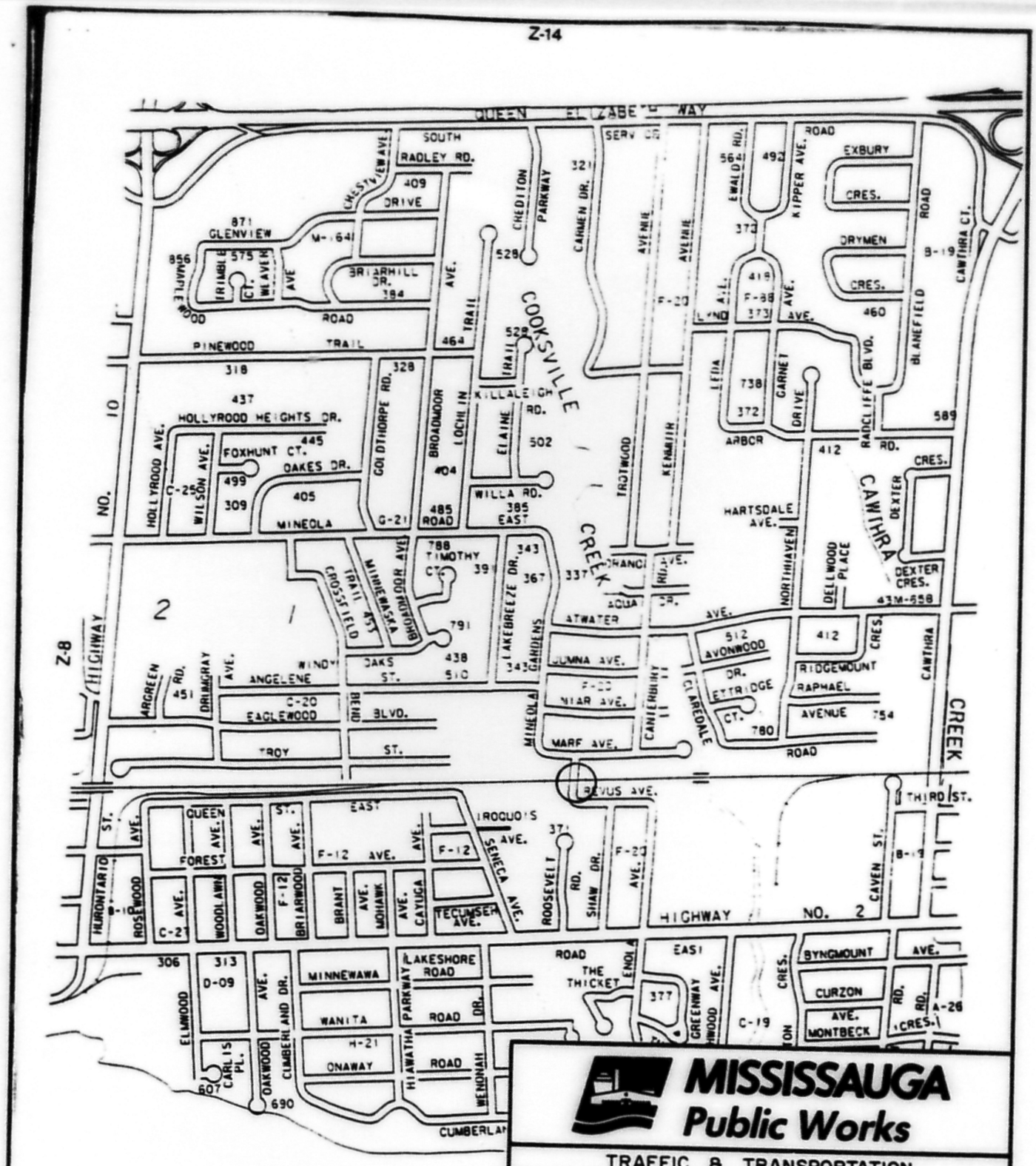
at the C.N.R. railway crossing for the purpose of installing concrete crossings.

William P. Taylor, P.Eng.,
Commissioner,
Public Works Dept.

WPT/DB
0594E


QUEEN ELIZABETH WAY
SOUTH SERVICE ROAD
DORMER ST.
DEBORAH DR.
43 M-498
CREEK
CAWTHRA CT.
ASGARD DR.
ALEXANDRA BLVD.
482
458
308
E-88
TENTH ST.
NINTH ST.
EIGHTH AVENUE ST.
HOLBURNE ROAD
BROOKS DRIVE
348 BLVD.
SYLVA DRIVE
448
CON 2 S.D.S.
OGDEN AVE.
STRATHY AVE.
APPLEWOOD HALG
422
KENTLOW CT.
CLARINGTON RD. 933
MYRON
443
DELCO AVE.
HALLIDAY AVE.
SEVENTH ST.
SIXTH ST.
D-23
NORTHMOUNT AVE.
ALEXANDRA AVE.
BALMENT AVE.
382
517
533
ATWATER
411
C-22
C-21
MEREDITH AVE.
GARRARD AVE.
PELHAM AVE.
M-22
SERSON AVE.
WALES AVE.
SAWYER AVE.
FOURTH AVENUE
CANADIAN NATIONAL RAILW
CASSON AVE.
ELLA AVE.
ST. MARYS AVE.
ST. JAMES AVE.
M-23 AVE.
FERGUS
ORCHARD RD.
A-18
HAIG BLVD.
THIRD ST.
GARDNER AVE.
EBONY AVE.
WEST AVE.
GREAVES AVE.
EAST AVE.
WESTMOUNT AVE.
EASTMOUNT AVE.
FIRST ST.
B-21
B-20
D-19
EDGELEIGH AVE.
LAKESHORE
ROA
Z-7
Z-5
APPLEWOOD
DIXIE ROAD
MISSISSAUGA
Public Works
TRAFFIC & TRANSPORTATION
ROAD CLOSURES AT CNR CROSSINGS

Z-14



MISSISSAUGA
Public Works

TRAFFIC & TRANSPORTATION

ROAD CLOSURES AT CNR CROSSINGS

TRAFFIC SAFETY COUNCIL

Site Inspection Report

24

OCT 2 6 1988

OPERATIONS/WORKS

LOCATION: Sandgate Crescent and Truscott Drive

DATE OBSERVED: October 20, 1988

REQUEST FOR: Crossing Guard

REQUEST FROM: Mrs. Hemmings, Sandgate Crescent

TIMES OBSERVED: 8:00 am to 9:00 pm

OBSERVED BY: Dr. Wood, A. Sietses, D. Mills

WEATHER CONDITIONS: clear, sunny

PART ONE

SITE CONDITIONS	COMMENTS
1) TRAFFIC CONTROLS AND SIGNS	standard signs
2) POSTED SPEED LIMIT	50 km
3) VISIBILITY OF CROSSING PEDESTRIANS	
4) SIGHT OBSTRUCTIONS (Hedges, Fences, Trees, Etc.)	low hedges
5) ROAD GRADE (Flat?)	flat
6) ROAD WIDTH	32 feet
7) ROAD CONDITION	paved
8) PRESENCE OF SIDEWALKS	both sides
9) PROXIMITY TO SCHOOL	
10) ROUTE SURVEY (Note any short-cuts, shopping areas, construction, parked vehicles ect.)	none

PART TWO

CALCULATIONS/OBSERVATIONS

A) VOLUME OF TRAFFIC (See Intersection Plan)

Heavy - many cars going at limit. Many cars turning on Sandgate Crescent.

B) SAFE GAP TIME (Width of Road ÷ 3.5 + 4 seconds = Safe Gap)

14 seconds

C) NUMBER OF CROSSING PEDESTRIANS

5 children crossing Truscott Dr. at Sandgate Crescent (taken by parents to take bus to White Oaks.)

D) VEHICLE/PEDESTRIAN CONFLICTS

NOTE: Where there are frequently less than 4 adequate gaps in a five minute period a crossing guard is warranted.

PART THREE

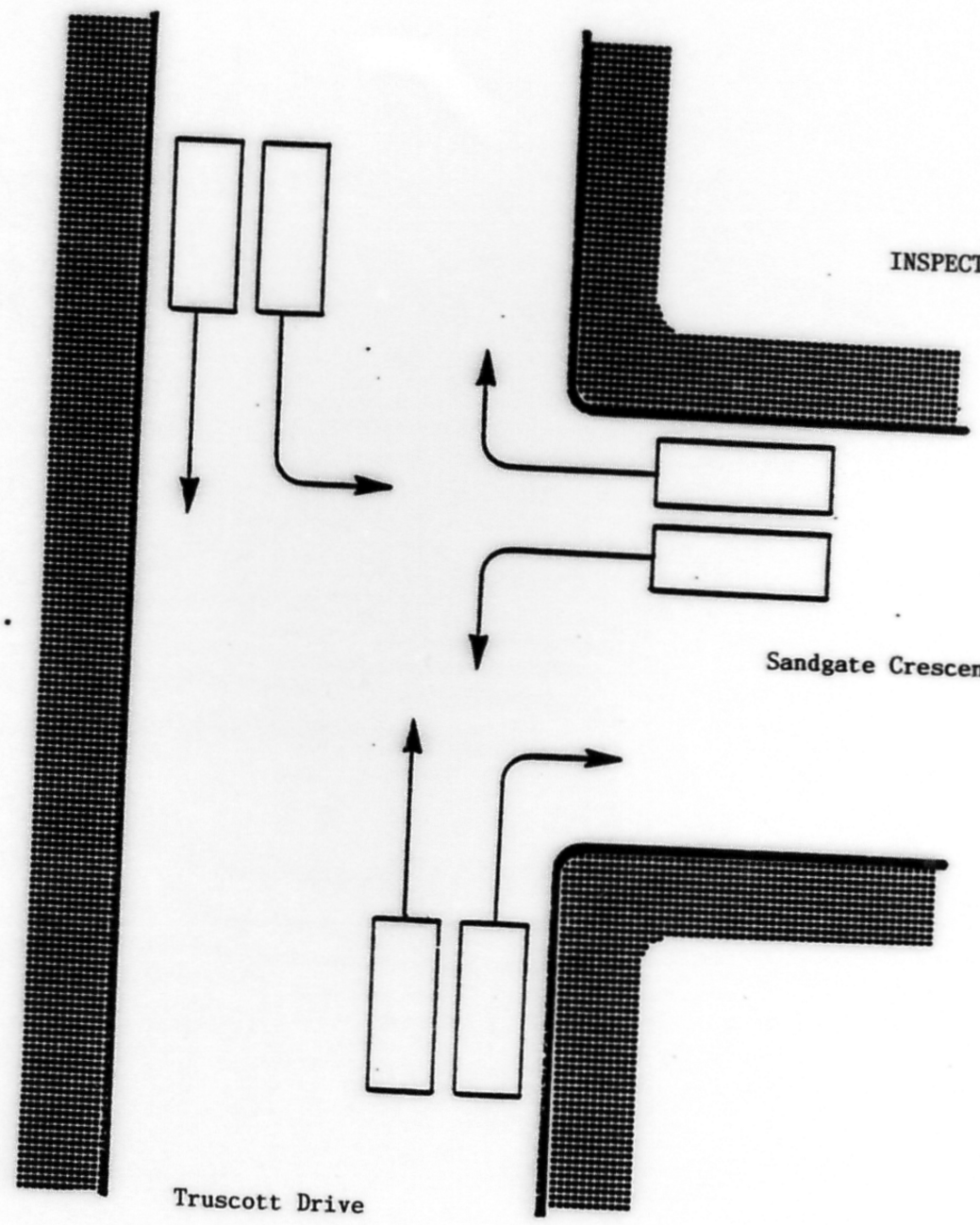
ASSESSMENT

NUMBER OF SAFE GAPS/5 MINUTE PERIOD: _____

RECOMMENDATION: That the Traffic Section of the Public Works Department be requested to study the area of Sandgate Crescent and Truscott Drive immediately to determine what safety measures are necessary to alleviate the traffic problems in this area.

LOCATION Sandgate Crescent and Truscott Drive

DATE October 20, 1988 **TIME** 8:00-9:00 ~~A.M.~~ P.M.



REMARKS : Five children crossing at Sandgate Crescent to catch a bus to White Oaks. We do not cross bussed children! Heavy Traffic People want a method to slow traffic. Suggest that children stay on north side of Truscott Drive until bus arrives and cross with flashing lights.

CITY OF MISSISSAUGA

ENGINEERING DEPARTMENT

CROSSING GUARD WARRANT SURVEY

LOCATION Sandgate Cres. & Truscott Dr. DAY Thursday DATE Oct. 20, 1988

CONTROL SIGNS _____ SPEED LIMIT 50 km

ROAD WIDTH 32 feet ROAD SURFACE paved

SAFE GAP TIME $\left(\frac{W}{3.0} + 4\right)$ = 14 SEC.

TIME	GAPS	N° OF PEDS
8:00 - 8:05	/-23-/-15-///////	
8:05 - 8:10	27-23-17-15-	
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3:55 - 4:00		

2575 Chalkwell Close
Mississauga, Ontario
L5J 2C1

Oct.3, 1988

RECEIVED
REGISTRY No.
DATE OCT 1 8 1988
FILE No. F.06.03.02.01
F.06.04.05.01
CLERK'S DEPARTMENT

RECEIVED
REGISTRY No. 5849
DATE OCT 1 4 1988
FILE No. A.02.09
MAYOR'S OFFICE

Councillor Pat Mullin
City of Mississauga
300 City Centre Drive
Mississauga, Ont.
L5B 3C1

Dear Ms. Mullin:

Thank you for your letter of Sept. 28 enclosing copies of memos to Mr. W.P. Taylor and Dorene Vinter of the Traffic Safety committee. There are quite a few concerned people in this area who would like to believe that the city realizes the incredible increase in traffic on Truscott Drive in the past year, and will address the safety concerns of both the people who live on Truscott in the area of its intersection with Sandgate Crescent and those who must cross Truscott on foot, or exit from Sandgate or even their own driveways onto Truscott by car.

Traffic on Truscott is heaviest and most dangerous in the mornings, from 7:30 a.m. to 9.00 a.m. It is almost impossible for cars to turn left out of Sandgate Crescent. It is also very disconcerting to stand on the side of Truscott to wait for a bus and watch cars careening sideways every five minutes as they negotiate the curve too quickly and come upon cars stopped to turn in to Sandgate. My one daughter's kindergarten bus driver, for the second year in a row, has changed her bus route, as she will not stop at that corner on Truscott at all. Unfortunately for the rest of us, bus routes can't be changed, and we must be able to drive out of our streets in the morning. There are several concerns I would like to address to you:

School children from north of Truscott must cross Truscott to walk down to Hillside Senior Public School and Clarkson High School. As well, public school children are forced to cross Truscott by themselves to walk north to Elmcrest Public School. Those children who must cross Truscott to catch school buses have seen too many cars drive straight through the buses' red lights to use that as a means of crossing at that corner. Those standing on the south side of Truscott are standing in an extremely dangerous spot.

Residents of Truscott are facing increased frustration as they attempt to get out of their driveways in the mornings. People who live in the neighbourhood to the north of Truscott face delays trying to walk or drive out of Sandgate Crescent, especially to make left hand turns. Mothers walking toddlers, or seniors, must run for their lives to cross Truscott at almost any time of day.

As well as an increased volume of traffic on Truscott, there is an increase in the speed of traffic. There are school buses that hit the curve on Truscott in the mornings so fast that they go right over into the opposite lane of traffic. (I'm very glad my children are not on those buses!) Cars have been known to end up in people's lawns or even their verandas. Is there not some way of measuring the speed of the traffic flow as well as the actual density?

Elmcrest Public School this year has eight portables and two classes in the gymnasium; children are being bussed from Dundas and Erin Mills Parkway to Willow Glen Public School . The buses and cars carrying these extra children were not on our roads last year when traffic counts were done. Nor were all the extra cars coming through from Winston Churchill Boulevard, traffic counts not withstanding. It really is time to examine this intersection again.

We don't need just a crossing guard; we need a three-way stop to slow traffic on this stretch of Truscott. One gets the urge to stand out on the street in the mornings with a huge banner that says, "Slow down!"

When is traffic worst? From 7:30 to 9:00 a.m. and from 3:30 to 6:00 p.m.are the heaviest times. Please take our concerns seriously—people are tired of asking: residents are selling their homes over this!

Will you please copy my letter to the appropriate people? Thank you for your time.

Jan Hemmings
Jan Hemmings

cc Mayor Hazel McCallion
Betty Munro
Mrs. Lucas

P.S. I have heard from Dr. Wood in Traffic, and a count is scheduled for next week!

JAH

MEMORANDUM

To: Dorene Vinter Committee Coordinator
Dept.: Clerk's

From: Councillor Pat Mullin
Dept.: Ward 2

September 28th, 1988

Could you please make the necessary arrangements to have the traffic safety people do a count for a crossing guard at Truscott Drive and Sandgate Crescent.

By Phone → Mrs. Hemmings of 2575 Chalkwell Close, 823-3978, contacted my office September 26th, 1988 and advise me that there has been a substantial increase in bus traffic in this area and therefore feels from a safety stand point for seniors and children, that a crossing guard is a requirement for this area.

It would be appreciated if you could advise my office once the count has been completed. Thank you.

Pat Mullin

Pat Mullin,
Councillor, Ward 2.

PM/dm

CC Mrs.Hemmings

FORM 145

MEMORANDUM

To	W.P. Taylor, Commissioner	From	Councillor Pat Mullin
Dept.	Public Works	Dept.	Ward 2

September 28th, 1988

Re: Truscott Drive & Sandgate Crescent

Further to my memo of May 20th, 1988; which I do not believe that I have received a response to (copy attached for your reference), it would be appreciated if a study could be done as soon as possible to see if a three way stop sign is warranted in the above location.

There has been a substantial increase in bus traffic since school stared specifically between the hours of 7:30 a.m. and 9:00 a.m.

I look forward to receiving the results of this study. Thank you.

Pat Mullin

Pat Mullin,
Councillor, Ward 2.

PM/dm

CC Mrs. Hemmings
Mrs.Munro

FORM 145

Corporate Report

Received by Clerk's Dept. #30

Clerk's Files

Originator's Files 11 141 00045
11 161 00011
13 211 00031

OPERATIONS/WORKS OCT 26 1988

DATE: October 15, 1988.

TO: Chairman and Members of the Operations and Works Committee.

FROM: William P. Taylor, P.Eng., Public Works Department.

SUBJECT: Request to prohibit parking - Credit Valley Road.

ORIGIN: Petition from area residents through Councillor Lane's office.

COMMENTS: The Public Works Department has reviewed the concerns of area residents regarding parking prohibitions on Credit Valley Road from Eglinton Avenue to Erin Mills Parkway.

Residents have indicated the problems are created by visitors to the adjacent Credit Valley Hospital. Visitors appear to prefer to park on both sides of Credit Valley Road rather than to pay for on-site parking within the hospital parking lot.

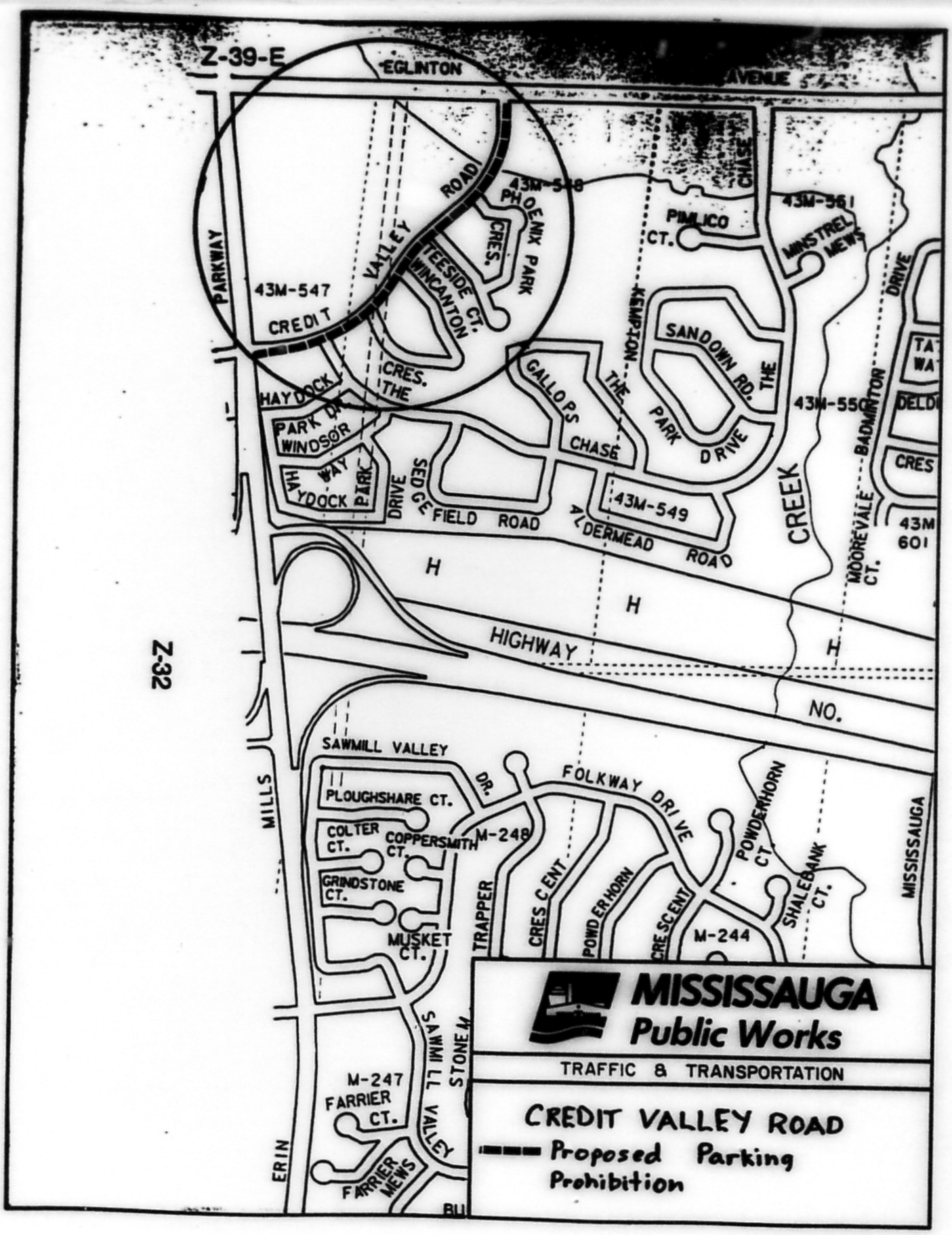
Observations have indicated that these parked vehicles restrict two-way travel as well as sightlines for drivers exiting from side streets.

Parking can be maintained on the north side only since there are no intersecting streets on this side. The roadway width is sufficient to allow parking on one side of Credit Valley Road and still maintain safe two-way travel. Parking should therefore be prohibited on the south side of Credit Valley Road from Eglinton Avenue to Erin Mills Parkway.

CONCLUSION: Further to the request of area residents, observations by Public Works personnel have indicated that parking should be prohibited on the south side of Credit Valley Road between Eglinton Avenue and Erin Mills Parkway. The prohibition will help to maintain clear sightlines and ensure safe two-way travel while still allowing parking on the north side.

RECOMMENDATION: That a by-law be enacted to amended By-law 444-79, as amended, to implement a parking prohibition on the south side of Credit Valley Road between Eglinton Avenue and Erin Mills Parkway.

William P. Taylor, P.Eng.,
Commissioner,
Public Works Dept.


Z-39-E
EGLINTON
AVENUE
CREDIT VALLEY ROAD
PARKWAY
43M-548
PHOENIX PARK CRES.
43M-547
TEESIDE CT.
WINCANTON CRES.
THE
HAYDOCK PARK WAY
WINDSOR PARK DRIVE
HAYDOCK PARK DRIVE
SEDGE FIELD ROAD
GALLOPS CHASE
THE
KEMPTON PARK DRIVE
THE
SANDOWN RD.
CHASE
PIMLICO CT.
43M-561
MINSTREL MEWS
DRIVE
BADMINTON
43M-550
43M-549
ALDERMEAD ROAD
CREEK
MOOREVALE CT.
CRES
43M 601
H
H
H
HIGHWAY
NO.
Z-32
MILLS
SAWMILL VALLEY DR.
FOLKWAY DRIVE
PLOUGHSHARE CT.
COLTER CT.
COPPERSMITH CT.
M-248
GRINDSTONE CT.
MUSKET CT.
TRAPPER
CRESCENT
POWDERHORN
CRESCENT
POWDERHORN CT.
SHALEBANK CT.
M-244
MISSISSAUGA
M-247
FARRIER CT.
SAWMILL VALLEY
STONE
ERIN
FARRIER MEWS
MISSISSAUGA
Public Works
TRAFFIC & TRANSPORTATION
CREDIT VALLEY ROAD
Proposed Parking Prohibition

CITY OF MISSISSAUGA

MINUTES

MEETING NINETEEN EIGHTY-EIGHT

NAME OF COMMITTEE:	OPERATIONS AND WORKS
DATE OF MEETING:	WEDNESDAY, OCTOBER 26, 1988, 9:15 A.M.
PLACE OF MEETING:	COUNCIL CHAMBER, CIVIC CENTRE
MEMBERS PRESENT:	Councillor H. Kennedy Councillor D. Culham Councillor D. Cook Councillor D. Lane (Chairman – pm) Councillor T. Southorn (Chairman – am) Mayor H. McCallion (Ex-Officio)
MEMBERS ABSENT:	Councillor F. McKechnie
OTHERS PRESENT:	Councillor P. Mullin Councillor M. Prentice
STAFF PRESENT:	Mr. W.H. Munden, Commissioner of Finance/Treasurer and Acting City Manager Mr. B.E. Thom, City Solicitor Mr. W.P. Taylor, Commissioner of Public Works Mr. A. McDonald, Director, Public Works Mr. E.J. Dowling, General Manager, Transit Mr. J. Rydzewski, Director, Transit Fire Chief G. Bentley, Fire Department Mr. T.L. Julian, City Clerk Mrs. D. Peternell, Committee Coordinator, Clerk's Department

INDEX - OPERATIONS AND WORKS COMMITTEE - OCTOBER 26, 1988

DEPUTATIONS - 9:15 A.M.

A. Mrs. Marcia Reid, 262 Bristol Road West, Mississauga

J.05.88008.01

SEE ITEM 17

B. Mrs. J. Phillips, Mississauga Clean City Campaign

L.08.04.05

SEE ITEM 1 and 2

C. (i) Mr. B. Plazek, Consultant, Cumming Cockburn Limited

(ii) Mr. B. Denny, Metropolitan Toronto and Region Conservation Authority

J.05.86035.01

SEE ITEM 11

D. (i) Mr. B. Harrison, Bell Canada.

(ii) Mr. R.A. Hendry, HV Engineering Ltd.

F.04.06

SEE ITEM 9

E. Mr. B. Reynolds, Ontario Hydro.

A.02.03.03.04

SEE ITEM 6

ITEM	FILE	SUBJECT
1.	F.05.04.05	Plastic Recycling
2.	F.05.04.07	Composting of Organics
3.	A.06.01	Security Boxes – Hazardous Goods
4.	D.05.01	Third Quarter Transit Review – 1988
5.	J.05.88000	Various Road Projects – Consulting Assignments
6.	A.02.03.03.04	Ontario Hydro – Transportation of PCB Contaminated Oil
7.	L.02.02	Bingo Lottery Licensing
8.	F.05.03.02 F.05.03.03	Winter Maintenance – Roads and Sidewalks
9.	F.04.06	Underground Facilities – Bell Canada
10.	T-86106 T-86052	Erin Mills Development Corporation – Exemption from Major Watercourse Improvement Levy
11.	J.05.86035.01	Little Etobicoke Creek – Flood and Erosion Control Study
12.	B.01.01	1647 Northmount Avenue – 878/884/888 South Service Road – Northmount Group
13.	E.02.14.01 E.02.06.01 F.0.01	McGill Street – Streetlighting and Road Maintenance
14.	A.01.08.01 J.04.02	Special District Street Name Signing – Business Improvement Districts
15.	T-83015 F.02.04.03	Fitzwood Subdivision – Temporary Closure of Second Line West
16.	T-85018 F.02.03	Seaview Drive Connection from Winston Churchill Blvd. to Bushland Crescent
17.	J.05.88008.1	Bristol Road
18.	F.02.04.05	1988 Santa Claus Parade
19.	F.06.04.02	Stillmeadow Road – Parking Prohibition
20.	F.06.04.10	Colonial Drive – 40 km/hr School Zone
21.	F.06.04.05	Kingsbridge Garden Circle – Request for All-way Stops
22.	B.02.86034	Menkes Developments Inc. – Parkland Over Dedication

23.	E.02.02.02.45	Closure of Part of Original Road Allowance Old Streetsville Road commonly known as Creditview Road
24.	L.08.04.01	Aerofleet Services Ltd. – Proposed Brokerage Fee Increase
25.	A.03.04.01	Public Vehicle Authority Report 9–88 – October 17, 1988
26.	A.03.04.11.02	Traffic Safety Council Report 7–88 – October 19, 1988
27.	L.07.05.01	Vacant Dilapidated Building – 7228 Airport Road
28.	F.02.04.03	Proposed Closures of Haig Boulevard, Ogden Avenue and Revus Road at the CNR Crossings
29.	F.06.03.02 F.06.04.05.01	Traffic Problems – Sandgate Crescent/Truscott Drive
30.	F.06.04.02	Parking Prohibition – Credit Valley Road

IN CAMERA ITEMS – Property Matters (2)

MATTERS CONSIDERED:

1. Report dated October 17, 1988, from the Commissioner of Public Works regarding plastic recycling.

On June 1, 1986 the City of Mississauga implemented Blue Box curbside recycling for paper, bottles and cans. This program has resulted in approximately 10% of household waste being diverted from the landfill and recycled.

In order to increase the amount of household waste being recycled it is necessary to look at other materials which can be recycled, and the next step would be to implement a pilot project to collect mixed plastics as part of the Blue Box program.

It is proposed that the plastics from households be placed in a plastic bag on top of the Blue Box and that this be picked up at no additional cost to the City by the contractor, Laidlaw.

A pilot project area has been established of approximately 2,200 homes which is on a Monday route and is an entire recycling truck route.

The cost to the City of the pilot plastic recycling project will be minimal from a collection standpoint as it will be done as part of the Blue Box; however, Laidlaw will be paid for baling the plastic which is estimated to be one bale every two weeks. In addition, the City will have a cost for printing brochures and distributing same to the 2,200 households and the cost of this printing and distribution is estimated to be $1,200.

The bales of collected plastic will be stored at the Mavis Road Yard until they are of sufficient quantity to be picked up by an end user. The end user will not be charged for this material but will provide the City with a rating of the quality of the plastic in each bale (high, medium or low) and will advise of the uses made of the plastic when recycled.

The pilot project will last from December 1, 1988 to May 31, 1989 and in that period of time it is the goal of the Public Works Department to ascertain an end user for recycled plastics so that on June 1, 1989 we can embark on a City-wide curbside mixed plastic recycling program.

RECOMMENDATION:

(a) That a pilot project for mixed plastic recycling for 2,200 homes in the City of Mississauga be implemented December 1, 1988.

(b) That the publicity for the plastic recycling pilot project be distributed to the homes involved during the week of November 21, 1988.

(c) That the Public Works Department report to Operations and Works Committee by April 15, 1989 on the cost of and the market for a City-wide plastic recycling program.

F.05.04.05

Adopted
See Recommendation 413-88 (D. Culham)

2. Report dated October 17, 1988, from the Commissioner of Public Works regarding the composting of organics.

In order to substantially increase the percentage of household solid waste which is recycled and thus dramatically reduce the amount of material reaching landfill sites, E.F.W. and R.D.F. plants, it will be necessary to go beyond the Blue Box and implement wet-dry garbage collection.

If wet-dry collection is implemented Mississauga will be one of the first large municipalities in North America to do so. The Region of Peel are prepared to compost on a trial basis wet household wastes (vegetable scraps, leftovers, egg shells, tea leaves, coffee grounds) plus yard wastes (cut grass, garden wastes, leaves) at a site to be determined (Britannia is the preferred and logical site) for at least a year from June 1, 1989 to May 31, 1990. This trial period will determine the type of structure composting should be carried out in, whether material should be shredded prior to composting, cost and salability of finished product.

The trial period will commence at the start of the twice-a-week pickup in 1989 in order to make it easier for the taxpayer. It may be necessary to extend the twice-a-week collection after September 1, 1989 for the trial area selected if this approach appears to make wet-dry collection viable. This would increase our collection costs for the last four months of 1989.

Biodegradable bags will be provided for the homeowners in the trial area; however, a supplier and the cost will be determined prior to 1989 budget approval.

Laidlaw Waste Systems is prepared to cooperate in all City of Mississauga recycling enhancement programs; however, there will be costs to the City by Laidlaw for this trial period after September 1, 1989.

The one-year trial period for approximately 1,500 homes will determine the quality and dollar value of compost which can be produced from household wastes in Mississauga. It will also be necessary to determine the size and capital operating cost of a full-size composting site for Mississauga and/or Peel.

Arrangements have also been made with the Region of Peel and Laidlaw to pick up Christmas trees on the first two Wednesdays in the new year - January 4 and January 11, 1989. These trees will be taken to the Region's Derry Road Yard for chipping and transportation to the ultimate end user.

RECOMMENDATION:

(a) That a wet-dry collection be implemented for an area of approximately 1,500 homes in the City of Mississauga starting June 1, 1989.

(b) That the Region of Peel be requested to provide an area at the Britannia landfill site for composting commencing June 1, 1989, which area must be covered and monitored jointly by the Region of Peel and the City of Mississauga.

(c) That the City of Mississauga provide a separate pickup for Christmas trees on January 4 and January 11, 1989 for delivery to the Region of Peel Works Yard at Derry Road and Highway 10 for processing.

Mrs. Phillips expressed her support with both staff recommendations advising the recycling market is presently steady with the only anticipated drop to be in the paper market. She advised of two requests i.e. staff investigate the possibility of assistance to small and medium recycling firms in obtaining facilities. She also requested Committee consider sending a small team of staff and/or Committee members to Germany to review their composting system.

Mrs. Phillips advised she had just returned from a Recycling Conference in Ottawa where biodegradable bags were discussed. Mayor McCallion advised there has been a lot of confusion regarding the biodegradable bags in that it is said they do not decompose and are detrimental to the landfill sites in that they cause leaching more rapidly than the plastic garbage bags which are presently in use.

Councillor Lane advised discussion has taken place regarding the biodegradable bags with the landfill site liaison committee which has been established in Wards 8 and 9 and any information that could be provided to the committee would be appreciated. Mr. Taylor advised he is presently attempting to locate a supplier and also looking for a smaller size bag which could be used in the home.

The Commissioner of Public Works advising that the Britannia Landfill Site has been chosen as the preferred site for the compost of wet household wastes. Both Councillors Culham and Lane requested consideration of their wards for this trial period.

Councillor Culham moved the recommendation be amended to request staff investigate the cost of returning to a separate brush pickup. This amendment was voted on and carried.

F.05.04.07

Amended
See Recommendation 414-88 (D. Culham)

3. Report dated October 17, 1988, from the Fire Chief regarding security boxes.

The Province of Ontario recently passed Bill 79, An Act to Amend the Occupational Health and Safety Act which implements the workers' right to know legislation related to hazardous goods. The legislation requires that employers provide the Fire Department with information regarding hazardous goods on their property.

The Fire Code contains requirements for emergency planning and the provision of keys for Fire Department access in certain buildings.

The new legislation (S.O. 1987 c.29) requires that employers send copies of their material safety data sheets and hazardous goods inventory to the Fire Department. At the present time, the Fire Department will receive approximately 100,000 pieces of paper if all premises regulated by the legislation comply. The purpose of this information is to assist fire fighters when responding to fires in these properties.

The Fire Department does not have the staff nor the systems to accommodate all of the information that it may receive. In addition, the information is virtually useless to the Fire Department unless it can be used by the fire fighters at a fire scene. The most appropriate method of providing this information for fire fighters is to have it available to them when they arrive at a property.

For many years, property owners have routinely installed security boxes to contain keys for Fire Department access. These security boxes have been installed on a voluntary basis and have been very successful. Larger boxes that would accommodate manuals that can contain the hazardous materials information that is critical to a fire fighting operation, are now available from different suppliers.

The Fire Department has maintained a restricted single locking system for all security boxes. By way of one key, located in each Fire Department vehicle, the fire fighters can have easy access to specific properties without having to incur any damage in opening doors.

Section 2.8 of the Fire Code requires that property owners who have fire alarms, or who have specific types of occupancies, must provide the Fire Department with an emergency plan. This plan normally includes the provision of keys for access. The security box has been the best solution for the storage of required keys. In many cases, where key security boxes are not installed, the keys are not available to the Fire Department when they arrive because they have been misplaced, stolen, or the person with the keys has not been available when required.

Section 210 subsection 42 of the Municipal Act provides authority "for making such other regulations for preventing fires and the spread of fires as the council considers necessary." This section could be used as the City's authority to pass a by-law requiring locked boxes for keys and emergency information.

The most appropriate method of insuring that keys and hazardous materials information are available to responding fire fighters is the provision of a security box located at the main entrance to the premises.

All security boxes must be keyed with the same restricted key to allow the Fire Department rapid access to information and to the property.

RECOMMENDATION:

That a by-law be enacted to require the provision of security boxes containing hazardous materials and hazardous physical agent information or keys for access by the Fire Department to prevent the spread of fires.

A.06.01

Adopted
See Recommendation 415-88 (D. Culham)

4. Report dated October 18, 1988, from the Transit General Manager providing the 1988 Third Quarter Transit Review highlighting the following:

1. Ridership
2. Customer Complaints
3. New Initiatives
4. Improved Service
5. Financial Overview

Performance is on target at the end of the third quarter. It is expected that the ridership, rides per capita and R:C Ratio targets will be exceeded while generating a new surplus of approximately $500,000.

RECOMMENDATION:

That the report dated October 18, 1988, from the Transit General Manager providing the 1988 Third Quarter Transit Review be received for information.

Mr. Rydewski advised the transit performance to September 30, 1988 has exceeded the plan and that actual ridership is approximately 200,000 higher than planned. He advised, however, this ridership has caused some problems as more buses are full and cannot accommodate more passengers. The 1989 Service Plan will address this service gap, and recommend the improvements required to solve these problems.

D.05.01

Adopted
See Recommendation 416-88 (D. Culham)

5. Report dated October 6, 1988, from the Commissioner of Public Works regarding the consulting assignments for the planning and design of various road projects.

On August 3, 1988, the Operations and Works Committee considered a report from the Commissioner of Public Works regarding the above noted matter (see attached). In that report it was recommended that proposals be requested from consulting engineering firms for the undertaking of planning and design assignments for the following projects:

1. Matheson Boulevard/Renforth Drive Grade Separation

2. Widening of Eglinton Avenue from the Fieldgate Drive area to Highway 427

3. Widening of Hurontario Street from Burnhamthorpe Road to Eglinton Avenue

4. Widening of Hurontario Street from Highway 401 to the north City limits

5. Mavis Road Collector, a south service road along Highway 403 between Mavis Road and Hurontario Street.

Proposals for these assignments have been received from six consulting engineering firms. These proposals have been analyzed and evaluated by the Public Works Department. In addition, the proposals have been reviewed with staff of the Ministry of Transportation, Metropolitan Toronto and the City of Etobicoke as these agencies will participate in a Technical Co-ordinating Committee to direct the following two projects:

- Matheson Boulevard/Renforth Drive Grade Separation

- Widening of Eglinton Avenue from the Fieldgate Drive area to Highway 427.

RECOMMENDATION:

That a by-law be enacted to authorize execution of Agreement with the following engineering consulting firms be retained to carry out the planning and design assignments for the following projects:

(a) UMA Engineering Limited - Preliminary Design, Environmental Assessment and Detailed Design for the Matheson Boulevard/Renforth Drive Grade Separation.

(b) Delcan - Preliminary Design, Environmental Assessment and Detailed Design for the widening of Eglinton Avenue from the Fieldgate Drive area to Highway 427.

(c) Totten Sims Hubicki Associates - Preliminary Design and Environmental Assessment for the widening of Hurontario Street from Burnhamthorpe Road to Eglinton Avenue and from Highway 401 to the north City limits.

(d) McCormick Rankin - Functional Planning and Environmental Assessment for the Mavis Road Collector.

J.05.8800

Adopted
See Recommendation 417-88 (T. Southorn)

6. Report dated October 18, 1988, from the Commissioner of Public Works regarding an Application to the Ministry of the Environmment for Approval to Transport PCB Contaminated Oil by Ontario Hydro.

Ontario Hydro has applied to the Ministry of the Environment for approval to transport PCB contaminated oil from the Horner Transfer Station located at 455 Kipling Avenue, Etobicoke, to the Lakeview Generating Station located at 1082 Lakeshore Road, Mississauga, for decontamination.

Arrangements are being made by Ontario Hydro for locating a mobile PCB destruction facility at the Lakeview Generating Station in order to decontaminate PCB laden oil.

The Ministry of the Environment has requested that the City of Mississauga comment, by resolution of Council, as to whether or not the City has any objection to the proposed plan for transporting PCB contaminated oil from Etobicoke to the decontamination facility to be located in Mississauga.

The Ministry of the Environment has reviewed the proposal submitted by Ontario Hydro and has given their approval contingent upon several conditions as stated in their letter of September 28, 1988, attached as Appendix A.

RECOMMENDATION:

That the Ministry of the Environment be informed that the City of Mississauga accepts the proposal by Ontario Hydro to transport PCB contaminated oil from the Horner Transformer Station, located at 455 Kipling Avenue, Etobicoke to the Lakeview Generating Station at 1082 Lakeshore Road, Mississauga subject to the following conditions:

(a) application by Ontario Hydro for a Mobile PCB Destruction Facility be amended to include the additional volume of PCB contaminated oil being transported from Etobicoke.

(b) Lakeview Generating Station containing approval for a Mobile PCB Destruction Facility from the Ministry of the Environment.

(c) PCB laden oil be stored in the approved PCB storage tank and be decontaminated as soon as is reasonably possible after all approvals have been obtained.

Mr. Reynolds, Ontario Hydro, advised a similar request will be coming forward in the near future as Ontario Hydro will be seeking approval from the Ministry of the Environment for similar activities.

A.02.03.03.04

Adopted
See Recommendation 418-88 (D. Cook)

7. Report dated October 18, 1988, from the Commissioner of Public Works in response to an application for a Provincial Bingo Lottery License from The Sinshine Foundation of Canada (Peel Chapter) to operate a special bingo event at the International Centre on Sunday November 20, 1988, between the hours of 1:00 p.m. and 4:00 p.m. The organization meets the requirements established for the issue of a license.

RECOMMENDATION:

That the Lottery Licensing Branch of the Ministry of Consumer and Commercial Relations be advised that the City of Mississauga has no objection to the issuance of a Special Bingo License to The Sunshine Foundation of Canada, Peel Chapter, for the proposed event on Sunday, November 20, 1988, between the hours of 1:00 p.m. and 4:00 p.m.

L.02.02

Adopted
See Recommendation 419-88 (T. Southorn)

8. Report dated September 21, 1988, from the Commissioner of Public Works and Acting Director of Public Affairs regarding the public campaign regarding winter maintenance.

For the 1987-88 winter season, Public Affairs in conjunction with Public Works coordinated the production and delivery of a brochure outlining the City's snow removal service which brochure also contained a questionnaire.

Based on the responses the present level of service for plowing, sanding and salting should remain for both roads and sidewalks.

RECOMMENDATION:

That the present level of service for plowing, sanding and salting roads and sidewalks remain unchanged and that the Public Affairs Office continued to conduct public information campaigns similar to the 1987/88 winter season.

Discussion took place with the level of response received for the 1987/88 season and it was recommended that the Public Affairs Department not conduct an information campaign as it appears there are very few problems regarding the present level of service for snow plowing, etc.

F.05.03.02
F.05.03.03

Amended
See Recommendation 420-88 (D. Culham)

9. Report dated October 17, 1988, from the Commissioner of Public Works regarding underground facilities.

Bell Canada appeared as a deputation at the September 7, 1988, meeting of the Operations and Works Committee concerning the placement of their plant in new subdivisions with particular emphasis on above ground versus below ground. Pursuant to that deputation, Council at its meeting on September 12, 1988 adopted the following recommendation:

"OW-344-88

That Bell Canada be advised that their request for inclusion in the City of Mississauga subdivision requirements has been referred to staff for a report at a future Operations and Works Committee meeting in October 1988."

The authority which empowers Bell Canada to construct telephone lines within a public highway is derived under the Railway Act. The permission of the Municipality is required and the Municipality can place conditions on that consent. Bell Canada does have the right of appeal to the C.R.T.C. if the Municipality does not grant consent or if the conditions are not acceptable to Bell Canada.

The present City policy is that Bell, Cable TV, Hydro Mississauga plant is placed underground in a common trench at a location specified by the City. Cost of the trench works is shared between the Developer, the applicable Cable TV Company and Bell Canada. The only alternative to this proposal would be for Bell Canada to put their plant on the road allowance above ground or in the rear yards on easement and we are of the opinion that neither of those alternatives are acceptable.

It is concluded that the present City policy of requiring Bell, Cable TV, and Hydro plant in new subdivisions to be placed underground and in a common trench should remain and that prior to a plan of subdivision being finalized that Bell Canada shall confirm that satisfactory arrangements have been made with the Developer to place their cable underground in a location satisfactory to the City. In the event that the Developer and Bell Canada cannot agree then the issue on that particular plan of subdivision would come before Committee.

RECOMMENDATION:

That the present policy of having Bell Canada, Cable TV, and Hydro Mississauga plant constructed underground in a common trench at a location satisfactory to the City be reconfirmed and that prior to the finalizing of a plan of subdivision Bell Canada shall confirm that satisfactory arrangements have been made with the Developer, and further, that this condition be placed as a standard draft plan condition.

Mr. Harrison advised several meetings have taken place with the Urban Development Institute (UDI) and an agreement has been reached. He advised of his support of the staff recommendation.

Mr. Hendry advised that although certain aspects of the agreement has been worked out, there remains a problem as to the shared cost of the trench works with Bell Canada. Mr. Hendry suggested the only compromise is for Bell to put their plant in a different location than Hydro and Cable TV as the present policy of a shared trench may hold up development should Bell Canada not agree to the shared cost.

Discussion took place and it was the consensus that the present policy of having all cables underground in a common trench must be reconfirmed.

Concern was expressed that cable companies do not bury their cable lines underground and recent sidewalk repair works has resulted in the loss of cable to area residents. Staff were requested to review the policy relating to the burying of underground cables with the cable companies.

F.04.06

Adopted
See Recommendation 421-88 (D. Culham)

10. Report dated September 28, 1988, from the Commissioner of Public Works regarding an exemption from Major Watercourse Improvement Levy and Major Road Improvement Levy to be granted to Erin Mills Development Corporation for their Plans T-86106 and T-86052, located south of Highway 401 and east of Winston Churchill Boulevard, and reduction from Major Watercourse Improvement Levy for their development known as Neighbourhood 707, located west of Winston Churchill Boulevard and south of Highway 401.

Since the total costs of the trunk storm sewer works in excess of 1500mm (60 inches) being carried out by Erin Mills Development Corporation under the Servicing Agreement for Neighbourhood 308B ($1,126,841.00) exceeds the total Major Watercourse Improvement Levies ($667,835.36) payable by Erin Mills Development Corporation for their Plans T-86052, T-86106 and a portion (16.5 ha) of their future development Neighbourhood 707, this developer should be granted full credit against a Major Watercourse Improvement Levy payable for Plan T-86052, T-86106 and 16.5 ha of their future development (Neighbourhood 707) which are located within the watershed of the proposed trunk storm sewers.

As the reconstruction of Winston Churchill Boulevard between the south limit of Neighbourhood 308B (T-86052) and Highway 401 is being carried out by the developer Erin Mills Development Corporation totally at the developer's cost and since this road was included in the Major Road Improvement Levy calculations, the developer should receive full credit from the Major Road Improvement Levies payable for Plans T-86106 and T-86052 as the credit equal to 80% of his costs ($1,778,400.00) exceeds the Major Road Improvement Levies payable for Plans T-86052 and T-86106 ($1,708,000.00).

RECOMMENDATION:

That the Financial Agreements for the Erin Mills Plans T-86052 (Neighbourhood 308B), T-86106 (Neighbourhood 706) and the future Erin Mills Residential Development (Neighbourhood 707) indicate the following:

(i) T-86106 (Neighbourhood 706) - Indicate that no Watercourse Improvement Levies and no Major Road Improvement Levies are to be paid to the City for this development.

(ii) T-86052 (Neighbourhood 308B) - Indicate that no Watercourse Improvement Levies and no Major Road Improvement Levies are to be paid to the City for this development.

(iii) Future Erin Mills Development (Neighbourhood 707) Indicate that no Major Watercourse Improvement Levies are to be paid to the City for that 16.5 ha portion of the development which drains to the east.

T-86106
T-86052

Adopted
See Recommendation 422-88 (T. Southorn)

11. Report dated October 14, 1988, from the Commissioner of Public Works regarding the Flood and Erosion Control Study – Phase I Little Etobicoke Creek.

In recognition of the existing and potential hazards which exist along Little Etobicoke Creek, the City of Mississauga in conjunction with the Metropolitan Toronto and Region Conservation Authority retained the firm of Cumming Cockburn Limited to complete a comprehensive assessment of the problems and to develop the optimum remedial works program. Results of the study are given in the report entitled "A Preliminary Engineering Study for Flood and Erosion Control – Little Etobicoke Creek" dated October 1988.

Results of the preliminary engineering study indicate that a sufficient level of flood hazard exists at each of the previously referenced damage centres to warrant the undertaking of a site specific flood mitigative scheme. The high priority sites are considered to be: The Brick, Tyndall Property and Dixie Road East and West area.

In terms of erosion, the high priority sites are considered to be upstream of Dundas Street and within the Applewood Hills Park.

RECOMMENDATION:

(a) That the City of Mississauga in conjunction with the Metropolitan Toronto and Region Conservation Authority proceed with the following required works subject to obtaining the necessary approvals, public input and funding.

		Estimated Construction Cost – $
1.	Dixie Road – flood control	870,000
2.	The Brick – flood control	85,000
3.	Tyndall Nursing Home – flood control	262,000
4.	Seddlecomb Drive – flood control	45,000
5.	Bloor Street – flood control	23,000
6.	Dundas St. northerly – erosion control	40,000
7.	Applewood Hills Park – erosion control	104,500

(b) That a public meeting be held on October 27, 1988 in conjunction with the Metropolitan Region Conservation Authority to obtain public input with regard to the proposed Dixie Road area flood protection works.

Mr. Brian Plazek, Cumming Cockburn Limited, made a presentation to the Committee regarding the proposed works. Concern was expressed with the erosion that has taken place particularly with the Tyndall Nursing Home, and the lack of concern on the part of the MTRCA when comments were originally requested.

Mr. Brian Denny responded on behalf of the MTRCA in that the Tyndall Nursing Home was approved by the MTRCA when it was located just outside the floodplain line. However, owing to upstream development, the hydrology was changed causing the flood control problem which has increased dramatically over the years. Mr. Denny advised full authority was not granted by the Province to regulate this watercourse until 1986.

Mayor McCallion requested staff to research all the applications that were approved by the MTRCA along the Etobicoke Creek and prepare a report to Committee condensing the comments by the MTRCA. She advised the public has expressed concern regarding the Tyndall Nursing Home and this information will assist in relaying the appropriate information to the public.

Councillor Prentice expressed concern that the flooding at the Tyndall Nursing Home has not been dealt with prior to this date. Mr. Denny advised there have been ongoing discussions with the property owners, however, a satisfactory agreement cannot be reached.

Councillor Prentice advised she will do her utmost to ensure any work along the Little Etobicoke Creek take place with as little disruption to the natural areas as possible.

Councillor Culham moved the matter be dealt with at Council by resolution.

J.05.86035.01

Adopted
See Recommendation 423-88 (D. Culham)

12. Report dated October 4, 1988, from the Commissioner of Public Works regarding 1647 Northmount Avenue and 878, 884, 888 South Service Road - release of Northmount Group securities including deposit for reinstallation of curbs on South Service Road at Northmount Avenue and deposit for protection of municipal services, and draw on Northmount Group lot grading securities to offset the costs incurred by the homeowners to complete their own lot grading.

In October 1978, the Northmount Group provided a Letter of Credit in the amount of $1,920.00 to be drawn upon by the City of Mississauga to the extent required for the reinstallation of curbs on the South Service Road at Northmount Avenue.

In August 1984, the Northmount Group provided a cash deposit in the amount of $5,829.00 as securities for the four new houses at the southeast corner of Northmount Avenue and the South Service Road. The securities are made up of a $1,000.00 lot grading deposit for each of the four lots and a total of $1,829.00 for municipal service protection based on the frontage rate of $25.00 per metre.

The Northmount Group constructed the dwellings to the stage of the wooden super structure and as a result of financial difficulties then sold all four homes. The grading, topsoiling and sodding works had not been completed at the time of sale.

In December 1986, this matter was reviewed with the Legal Department and it was their opinion that the $1,000.00 lot grading securities could be utilized by the homeowner to offset the cost of grading the property in accordance with the preliminary lot grading certificate.

The City holds a Letter of Credit in the amount of $1,920.00 to be drawn upon to the extent required for the proper reinstallation of the curbs on the South Service Road at Northmount Avenue. This department has inspected the curbs on the South Service Road at Northmount Avenue and has found them to be satisfactory.

The City holds a security of $1,829.00 for municipal services protection and a total security of $4,000.00 for lot grading of the four residential lots. The grading, topsoiling and sodding of the four lots has been carried out by each of the four homeowners and at their cost. There still remain a few grading deficiencies requiring attention, typically clearing, topsoiling and sodding of local areas within the City's road allowance. Final lot grading certificates have not been received by this department for any of the four residential lots.

RECOMMENDATION:

That with respect to the securities deposited with the City by the Northmount Group for the development of 1647 Northmount Avenue and 878, 884 and 888 South Service Road:

(a) that the City return the developer's Letter of Credit (current value $1,920.00) securing the completion and reinstallation of the curbs on the South Service Road at Northmount Avenue;

(b) that the City return the developer's security in the amount of $1,829.00 for municipal services protection, upon verification of the municipal services surrounding the site by the Public Works Department;

(c) that the requirement for final lot grading certificates be waived for each of the four lots upon receipt of a letter from each of the four homeowners confirming that they are satisfied with their grading and are aware of their responsibilities with respect to lot grading;

(d) that the Commissioner of Finance be authorized to draw on the developer's securities for lot grading in the full amount of $4,000.00;

(e) that the Commissioner of Finance be authorized to forward $1,000.00 to each of the four homeowners upon their rectification of all outstanding grading deficiencies and their written confirmation that they are satisfied with their grading and are aware of their responsibilities with respect to lot grading.

B.01.01

Adopted
See Recommendation 424-88 (H. Kennedy)

13. Report dated October 12, 1988, from the Commissioner of Public Works in response to a petition from the residents of McGill Street regarding the following three items:

1. Deletion of the walkway from the westerly end of McGill Street through to the apartment building at 100 Dundas Street West,

   The walkway between the westerly end of McGill Street and the apartment building at 100 Dundas Street West should be reviewed by the Recreation & Parks Department and the School Boards, and if not required for these purposes, Council should consider petitioning all area residents with respect to closure of the walkway.

2. Installation of additional streetlighting on McGill Street,

   An additional streetlight should be considered in the 1989 Streetlighting Current Budget.

3. The maintenance of McGill Street, in particular asphalt surface, paint on the guardrail at the end of the street and winter snowplowing.

   The guardrail at the end of McGill Street has been painted and no further action is required with respect to repaving or additional snowplowing.

RECOMMENDATION:

That the following apply with respect to that section of McGill Street from Camilla Road to its westerly terminus.

(a) that the Public Works Department request the School Boards and the Recreation & Parks Department to comment on the need for the walkway link and report back to Council at a later date;
(b) that the Public Works Department review the streetlighting on McGill Street in conjunction with the Public Works 1989 Current Budget proposals;
(c) that no action be taken on resurfacing or altering the snow removal priorities.

E.02.14.01
F.03.01
E.02.06.01

Adopted
See Recommendation 425-88 (D. Cook)

14. Report dated October 5, 1988, from the Commissioner of Public Works in response to a request from the three Business Improvement Areas (B.I.A.'s) with respect to the provision of distinctive street name signage for their areas.

The Planning and Building and Public Works Departments have developed a proposed street name sign which can be manufactured in the Public Works Department sign shop and can be adapted for use in each of the B.I.A. areas by the use of different colours and distinctive decals.

The design of the signs has been reviewed with the B.I.A. executives of the Streetsville, Port Credit and Clarkson area and they agree with the sign design. The estimated costs for this program would be as follows:

1.	Clarkson	$ 3,000.00
2.	Streetsville	8,000.00
3.	Port Credit	9,000.00
		$20,000.00

Only the Clarkson B.I.A. has funds currently allocated in their C.A.I.P. budget. No funds are available from Streetsville or Port Credit at this time. Funds are not provided for in the Public Works Department 1988 Current Budget for this program.

RECOMMENDATION:

(a) That the City of Mississauga undertake the special district street name signs in the Clarkson, Port Credit and Streetsville Business Improvement Areas.

(b) That funds be transferred in the amount of $20,000.00 from the General Contingency Account to the Public Works Department Current budget for the installation of Special District Street Name Signage in the Clarkson, Port Credit and Streetsville Business Improvement Areas.

(c) That the report dated October 5, 1988 from the Commissioner of Public Works be forwarded to the Clarkson, Port Credit and Streetsville Business Improvement Area Executive for their information.

Councillor Culham expressed concern that other historical areas of the City are not being considered for this unique signage program. The Commissioner of Public Works advised he would have no problem in considering other areas of the City as the consideration of the BIA's would at least get the program underway.

Discussion took place as to the pros and cons of the program. Councillor Culham requested an amendment to the motion to include, "that the policy on unique signs relate equitably to Erindale, Cooksville, Malton, Meadowvale, etc."

Mayor McCallion concurred with Councillor Culham in that it is the responsibility of the City to consider the entire City as a whole. She stated there would be no problem with the BIA's funding their own unique signage program. She suggested staff review the BIA budgets to ensure the money is appropriately spent. She stated the BIA's have approached the City in the past to assist in the funding of various projects.

On verbal motion, the staff recommendation including Councillor Culham's amendment, was deferred to the next meeting of Operations & Works Committee scheduled to be held on November 23, 1988, in order for staff to prepare a report to address a City policy on the provision of distinctive street name signage for the City as a whole:

A.01.08.01
J.04.02

Deferred
See Recommendation 426-88 (D. Culham)

15. Report dated October 13, 1988, from the Commissioner of Public Works regarding the temporary closure of Second Line West, between Bancroft Drive and Donway Drive.

Under the terms of the Servicing Agreement for Credit Valley Meadows Subdivision, the developer is required to reconstruct Second Line West from Bancroft Drive to Donway Drive. This road closure is necessary in order to reconstruct the roadway along Second Line West as well as install the proposed underground services and the service connections for the lots fronting onto Second Line West. Due to the wide excavations required to install these services, it is not possible to maintain traffic along the existing road bed during construction.

RECOMMENDATION:

That a by-law be enacted to implement the closure of Second Line West between Bancroft Drive and Donway Drive from November 1, 1988 at 7:00 am. to December 2, 1988 at 7:00 pm. for the purpose of construction of underground services and road base.

T-83015
F.02.04.03

Adopted
See Recommendation 427-88 (D. Cook)

16. Report dated October 13, 1988, from the Commissioner of Public Works regarding the temporary closing of Seaview Drive connection from Winston Churchill Blvd to Bushland Crescent.

The Ward Councillor and several of the area residents have become concerned with the temporary connection of Seaview Drive from Bushland Crescent to Winston Churchill Blvd.

The original design of this subdivision in the early 1970s called for the only access to Winston Churchill Blvd to be via Stockholm Road to the south. However, Bushland Crescent and Seaview Drive were cut off from Stockholm Road because of a small holdout property fronting on Winston Churchill Blvd and therefore the temporary road connection over lot 68 of the subdivision was installed as a temporary measure.

A subdivision application was received in 1985 for the lands between Stockholm Road and Seaview Drive, however the plan has shown little activity over the last two years.

It was suggested that the area residents be polled to determine their wishes with respect to maintaining the access over lot 68 recognizing that the subdivision to the south which would complete Bushland Crescent may not evolve for some time.

Based on the results of the questionnaire and the fact that the Region of Peel has not expressed a desire to close the Seaview Drive extension at Winston Churchill Blvd from a safety standpoint, the Seaview Drive extension from Bushland Crescent to Winston Churchill Blvd across lot 68 of RP-641 should be maintained until such time as the subdivision to the south proceeds allowing Bushland Crescent to be connected with Stockholm Road.

RECOMMENDATION:

That the extension of Seaview Drive from Winston Churchill Blvd to Bushland Crescent across lot 68 of RP-641 be maintained until such time as Bushland Crescent can be extended to Stockholm Road.

The Commissioner of Public Works advised it is the wish of the Ward Councillor for the report to be deferred to the next Operations & Works Committee meeting scheduled to be held on November 23, 1988 to afford time for the Public Works Department to circulate the staff report to the affected residents.

T-85018
F.02.03

Deferred
See Recommendation 428-88 (H. Kennedy)

17. Report dated October 18, 1988, from the Commissioner of Public Works regarding the safety of children on Bristol Road.

At the Council meeting of October 11, 1988 a decision was made to build McLaughlin Road to a two lane facility with a left turn lane at intersections and a continuous left turn lane where land is available rather than the original Public Works Department proposal of a five lane cross-section. At this Council meeting a deputation appeared concerned about the safety of children on Bristol Road due to any increased traffic which might result from the reduction of the widening of McLaughlin Road. Council subsequently directed staff to prepare a report on the issues raised by the deputation including whether Bristol Road can accommodate any diverted traffic and whether sidewalks can be constructed on the west side of McLaughlin Road.

Concern has been expressed by residents along Bristol Road between McLaughlin Road and Hurontario Street that with the construction of McLaughlin Road as a two lane facility north of Bristol Road, traffic will be encouraged to use Bristol Road to gain access to Hurontario Street. Initially it is not expected that this will occur, however, in the future as traffic volumes increase along McLaughlin Road, this could occur. Bristol Road is designated as a major collector roadway, and has presently been constructed to a four lane facility. Bristol Road should be able to accommodate any additional traffic diverted due to the decision to reconstruct McLaughlin to two lanes. Existing and future sidewalks and future traffic signals will provide protection for pedestrians travelling along and crossing Bristol Road. In the long term, even with the construction of Mavis Road, it is expected that a deficiency will occur in north-south road capacity in this area. It is not proposed to construct a sidewalk on the west side of McLaughlin Road as it would necessitate the cutting of trees.

RECOMMENDATION:

That the report dated October 18, 1988 from the Commissioner of the Public Works Department providing an update on the safety of children on Bristol Road, be received for information.

Mrs. Reid reiterated comments made at the Council meeting on October 11, 1988 with respect to her concerns regarding the safety of the children on Bristol Road. She advised of the traffic hazards and requested the installation of all-way stop signs at three intersections along Bristol Road in order to alleviate some of the safety concerns.

Councillor Southorn advised the City has a system in place where inspections take place to determine whether or not stop signs are warranted. He suggested this matter be referred to staff for investigation and report to Committee.

Discussion took place regarding Mrs. Reid's request for stop signs and the concern for the safety of pedestrians on Bristol Road. Mr. McDonald advised permanent signals will be installed at major intersections at a future date. Committee directed staff in the interim, to investigate the installation of all-way stop signs at three intersections along Bristol Road to determine if these all-way stops are warranted.

Mayor McCallion expressed concern that prospective home buyers are not clear as to the definition of a collector road and the resulting traffic. She suggested staff investigate the possibility of reverse frontages on collector roads.

J.05.88008.1

Amended
See Recommendation 429-88 (D. Culham)

18. Report dated October 18, 1988, from the Commissioner of Public Works regarding the 1988 Santa Claus Parade.

The Knights of Columbus are coordinating the 1988 Santa Claus Parade on Sunday, November 20, 1988 between the hours of 1:00 p.m. and approximately 4:00 p.m. In order to accommodate the parade they have requested a number of road closures.

The parade will stage at the Hillcrest Avenue 'GO' station, head east on Hillcrest Avenue, north on Hurontario Street, west on Burnhamthorpe Road, north on Civic Centre West Road, east on City Centre Drive in front of the Civic Centre and disperse at Square One. The parade will utilize the south side of Burnhamthorpe Road in order that it may pass directly in front of the Sussex Centre where a special congregation of handicapped children will be present. The V.I.P. viewing area will be located in front of the Civic Centre.

The Knights of Columbus have secured arrangements with the Peel Regional Police for traffic and crowd control, and with the Public Works Department for the supply and installation of all related signage. This signage will include advance notification, detour, road closure and barricades. The group has been advised to secure permission from 'GO' Transit and Square One for the use of their respective properties.

Traffic will be detoured around the parade using Dundas Street to the south, Confederation Parkway and Mavis Road to the west, Eglinton Avenue and Rathburn Road to the north and Central Parkway and Cawthra Road to the east.

Complete road closures are necessary due to the magnitude of this event; to allow for adequate viewing areas; and to ensure crowd control and an adequate level of safety. All emergency and essential services will be advised by the Public Works Department.

The Knights of Columbus have been advised that proof of liability insurance in the amount of two million dollars with the City as a named insured, and completion of a road closure permit are requirements prior to this event.

RECOMMENDATION:

(a) That a by-law be enacted to implement the following road closures for the 1988 Santa Claus Parade on Sunday, November 20, 1988:

(i) Hillcrest Avenue between Confederation Parkway and Hurontario Street, 7:00 a.m. - 2:00 p.m.
(ii) Hurontario Street between Dundas Street and Robert Speck Parkway, 1:00 p.m. - 4:00 p.m.
(iii) Burnhamthorpe Road between Robert Speck Parkway and Confederation Parkway, 1:00 p.m. - 4:00 p.m.
(iv) Civic Centre West Road between Burnhamthorpe Road and Civic Centre North Road, 1:00 p.m. - 4:00 p.m.
(v) Civic Centre North Road between Civic Centre West Road and Duke of York Boulevard, 1:00 p.m. - 4:00 p.m.
(vi) Duke of York Boulevard between City Centre Drive and Civic Centre North Road, 1:00 p.m. - 4:00 p.m.
(vii) City Centre Drive between Civic Centre West Road and Duke of York Boulevard, 1:00 p.m. - 4:00 p.m.

(b) That the Knights of Columbus provide proof of liability insurance in the amount of at least Two Million Dollars ($2,000,000) naming the City as insured and complete a road closure permit with the Public Works Department.

F.02.04.05

Adopted
See Recommendation 430-88 (D. Culham)
RECOMMEND ADOPTION

19. Report dated October 4, 1988, from the Commissioner of Public Works in response to concerns from Mr. Walter Klein, 2151 Stillmeadow Road regarding parking on Stillmeadow Road.

Public Works personnel have reviewed on-street parking on Stillmeadow Road at the south limit barrier in response to Mr. Klein's concerns. The barrier separates Stillmeadow Road from Lynchmere Avenue. Vehicles are consistently parked in the vicinity of this barrier obstructing the sightlines at Mr. Klein's driveway. Mr. Klein has requested a 'no parking' restriction from the barrier to a point fifteen metres north-westerly thereof. Upon review of this area it was found that a restriction of 9 metres would be more feasible since it would not effect parking for neighbouring residents. Visibility and safety would be greatly increased if parking were prohibited on this section of Stillmeadow Road.

RECOMMENDATION:

That a by-law be enacted to amended By-law 444-79, as amended, to implement a parking prohibition on the east side of Stillmeadow Drive from the south limit to a point 9 metres north westerly thereof.

F.06.04.02

Adopted
See Recommendation 431-88 (D. Cook)

20. Report dated October 4, 1988, from the Commissioner of Public Works in response to a request from Mr. John Rimmer of 4135 Colonial Drive, to reduce the posted speed limit in the area of All Saints Elementary School located on Colonial Drive. The school was opened for the 1988 school year.

Currently, there is a 50 km/hr speed limit on Colonial Drive along the section fronting All Saints School. In keeping with Departmental practice, the speed limit should be reduced to 40 km/hr in the area of the school frontage.

Implementing a reduced speed school zone should help to reduce potential hazards to the students and increase the level of safety. Additional studies regarding an all-way stop and school crossings are currently being conducted as a result of requests from the school principal and area residents. Upon their completion, the results will be forwarded to the Committee with appropriate recommendations.

RECOMMENDATION:

That a by-law be enacted to amended By-law 444-79, as amended, to implement a reduced speed 40 km/hr school zone on Colonial Drive between Thorncrest Drive and a point 83 metres north of Drummond Road.

F.06.04.10

Adopted
See Recommendation 432-88 (D. Culham)

21. Report dated October 14, 1988, from the Commissioner of Public Works in response to a petition from Kingsbridge/ Heritage Hills Community Group Association for all-way stops.

The Public Works Department has recently conducted turning movement counts at the subject locations. The intersection of Westbourne Terrace and Winfield Terrace was omitted due to the lack of both side street volumes and collisions. Only one accident has occurred at this intersection involving a pedestrian. The driver had been travelling at approximately 40 km/hr and was not charged since the pedestrian started onto the street from between two parked vehicles. This would therefore be considered an isolated incident and not a basis for the installation of an all-way stop.

Although the intersection of Heritage Hills Boulevard and Winfield Terrace currently falls slightly short of meeting warrants, an all-way stop could be implemented due to the increasing development in the area. It is apparent that warrants will soon be satisfied, and that traffic conditions may improve with all-way stop installation.

In addition, St. Matthew's Elementary School was recently opened on Kingsbridge Garden Circle between Huntington Ridge Drive and Winfield Terrace. It is Department policy approved by Council to reduce the speed limit in such residential school zones to 40 km/hr. This should help to increase the overall level of safety for area school children.

RECOMMENDATION:

That a by-law be enacted to amended By-law 444-79, as amended, to implement the following:

(a) An all-way stop at the intersection of Heritage Hills Boulevard and Winfield Terrace;
(b) A reduction in maximum speed limit on Kingsbridge Garden Circle between Huntington Ridge Drive and Winfield Terrace, to 40 km/hr.

F.06.04.05

Adopted
See Recommendation 433-88 (D. Culham)

22. Report dated October 20, 1988, from the City Clerk regarding the parkland overdedication by Menkes Developments Inc.

As a condition of draft plan approval, Block 10 on draft plan of subdivision 21T-86034M was accepted by the City to satisfy the parkland requirement. The total parkland dedication exceeds the required dedication by 0.484 acres. The additional lands are required for inclusion to the existing park to accommodate a buffer area near the sports facilities at Dunton Athletic Field.

An appraisal report has been completed which estimates the value of the overdedicated lands at $217,800.00. Menkes Developments Inc. has agreed to accept this amount as full compensation and is prepared to release any and all claims with respect to the dedication.

Recreation and Parks Department have advised that sufficient funds exist under account P.N. 87-801.

RECOMMENDATION:

That the sum of $217,800.00 be approved as full compensation for 0.484 acres of parkland overdedicated by Menkes Developments Inc. in connection with plan of subdivision T-86034.

B.02.86034

Adopted
See Recommendation 434-88 (D. Culham)

23. Report dated October 18, 1988, from the City Clerk regarding the closure of Part of the Original Road Allowance Between Lot 8, Range 5, N.D.S. and Lot 23, Concession 2, N.D.S.

As part of the development of adjacent lands, an unnamed original road allowance was required to be conveyed to be developed in conjunction with the adjacent plans of subdivision. Although the road was never travelled, it is necessary to close the road allowance pursuant to the provisions of Section 298 of the Municipal Act. Council, at its meeting on September 26, 1988, enacted By-law No. 635-88 stopping up the road allowance.

Council Resolution #353-88 not only authorized the stopping up of the road allowance but also the conveyance to the abutting owners at market value, pursuant to City policy. However, discussions with the solicitors for the abutting owners, the City's Legal and Public Works Department have determined that pursuant to Section 318 (1) of the Municipal Act "a person in possession of the whole or any part of an original allowance for road in place of which he or any of his predecessors in title has laid out and opened a new road or street without receiving compensation for the site of it is entitled to the soil and freehold of such allowance or part of it and, if it has not already been conveyed to him or to his predecessor in title, to a conveyance of it".

It has come to our attention that By-law 150 of the Township of Toronto referred as part of the recital of consideration "another road having been allowed across the said lot in lieu of the original, and no consideration having been paid by the authorities for the same". This appears to refer to the old Streetsville Road, commonly known as Creditview Road. Therefore, the owners abutting the road allowance stopped up pursuant to By-law No. 635-88 are entitled to a gratuitous conveyance. The Legal and Public Works Departments concur with this recommendation.

RECOMMENDATION:

(a) That the stopped up part of the unnamed road allowance comprised of lands between Lot 8, Range 5, NDS and Lot 23, Concession 2, NDS stopped up pursuant to By-law No. 635-88 and registered on title as Instrument No. 866876 be conveyed gratuitously to the abutting owners.

(b) That a by-law be enacted authorizing execution of transfers of lands closed by By-law No. 635-88 to the abutting owners pursuant to the provisions of Section 318 of the Municipal Act, R.S.O. 1980.

T-86017
OZ/44/86
E.02.02.02.45

Adopted
See Recommendation 435-88 (D. Culham)

24. Report dated October 5, 1988, from the Commissioner of Public Works regarding proposed increase in brokerage dues for Aerofleet Service Ltd.

This report was considered by the Public Vehicle Authority at its meeting October 17, 1988, and the following recommendation adopted:

That the report and recommendation dated October 5, 1988, from William P. Taylor, Commissioner of Public Works, regarding a proposed increase in brokerage dues for Aerofleet Services Ltd., be referred to Council, pending clarification by the Public Works Department, of the date the letter of notification was received by City staff.

Staff have determined that it was possible that the request could have been received on Friday, September 30, 1988, and stamped in on Monday morning October 3, 1988, thus giving one month's notice before the requested implementation date.

Since all other notification requirements have been met and it cannot be determined that the request was not received in September, Staff have no objection to the effective dated being November 1, 1988.

RECOMMENDATION:

That Aerofleet Services Ltd. notification to increase their brokerage dues from $300.00 to $340.00 per month be effective November 1, 1988.

L.08.04.01

Adopted
See Recommendation 436-88 (H. Kennedy)

25. Report 9-88 of the Public Vehicle Authority meeting held on October 17, 1988.

A.03.04.01

Adopted
(with the exception of PVA-63-88)
See Recommendation 443-88 to 452-88 (T. Southorn)

26. Report 7-88 of the Traffic Safety Council meeting held on October 19, 1988.

A.03.04.11.02

Adopted
See Recommendation 453-88 to 467-88 (H. Kennedy)

27. Report dated October 24, 1988, from the Commissioner of Public Works regarding a vacant two storey detached dwelling and a detached garage located at 7228 Airport Road, being Part Lot 12, Concession 6, E.H.S., Mississauga.

Mr. Taylor advised the buildings are in a total state of disrepair and communications with the property owners, Zanlog Investments Incorporated, have not resulted in any changes to the property.

RECOMMENDATION

That a by-law be enacted authorizing the pulling down, at the owners expense, of the free standing buildings, including a detached garage, located at 7228 Airport Road, Mississauga, being Part Lot 12, Concession 6, E.H.S.

L.07.05.01

Adopted
See Recommendation 437-88 (D. Culham)

28. Report dated October 21, 1988, from the Commissioner of Public Works regarding proposed closures of Haig Boulevard, Ogden Avenue and Revus Road at the CN Rail Crossings. CN has requested the following road closures to install concrete crossings:

(a) Haig Boulevard - Monday - Wednesday, November 7 - 9, 1988 from 8:30 am to 4:00 pm daily.
(b) Ogden Avenue - Thursday, Friday & Monday, November 10, 11 and 14, 1988 from 8:30 am to 4:00 pm daily.
(c) Revus Road - Tuesday - Thursday, November 15 - 17, 1988 from 8:30 am to 4:00 pm daily.

The installation of the concrete crossings will result in a superior crossing providing much improved riding quality and a considerable reduction in maintenance.

CN has indicated tha the complexity of the work requires full road closures, however, these closures can be restricted to off-peak hours 8:30 am - 4:00 pm.

RECOMMENDATION

That a by-law be enacted to implement the closure of:
(a) Haig Boulevard - Monday - Wednesday, November 7 - 9, 1988 from 8:30 am to 4:00 pm daily.
(b) Ogden Avenue - Thursday, Friday & Monday, November 10, 11 and 14, 1988 from 8:30 am to 4:00 pm daily.
(c) Revus Road - Tuesday - Thursday, November 15 - 17, 1988 from 8:30 am to 4:00 pm daily.
at the CNR railway crossing for the purpose of installing concrete crossings.

Councillor Kennedy enquired why the crossings were concrete and not 'Hi Rail' rubber as was installed on Alexandra Avenue. The Commissioner of Public Works advised he would investigate this and report back to the Council meeting on October 31, 1988.

F.02.04.03

Adopted
See Recommendation 438-88 (T. Southorn)

29. Traffic Safety Council Site Inspection Report dated October 20, 1988 in response to a request by Councillor P. Mullin for a crossing guard at Truscott Drive and Sandgate Crescent.

RECOMMENDATION

That the Traffic Section of the Public Works Department be requested to study the area of Sandgate Crescent and Truscott Drive immediately to determine what safety measures are necessary to alleviate the traffic problems in this area.

F.06.03.02
F.06.04.05.01

Adopted
See Recommendation 439-88 (D. Culham)

30. Report dated October 15, 1988, from the Commissioner of Public Works in response to a petition from area residents regarding parking prohibitions on Credit Valley Road from Eglinton Avenue to Erin Mills Parkway.

Residents have indicated that problems are created by visitors to the adjacent Credit Valley Hospital. Visitors appear to prefer to park on both sides of Credit Valley Road rather than to pay for on-site parking within the hospital parking lot. Observations have indicated that these parked vehicles restrict two-way travel as well as sightlines for drivers existing from side streets.

RECOMMENDATION

That a by-law be enacted to amend Traffic By-law 444-79, as amended, to implement a parking prohibition on the south side of Credit Valley Road between Eglinton Avenue and Erin Mills Parkway.

F.06.04.02

Adopted
See Recommendation 440-88 (D. Culham)

On verbal motion, the Committee moved in camera at 3:15 p.m. The Committee moved out of camera at 3:19 p.m. See Recommendations OW-441-88 and OW-442-88 of Report 19-88.

Recommendations: As per Report 19-88

Adjournment: 3:20 p.m.

THE OPERATIONS AND WORKS COMMITTEE — OCTOBER 26, 1988

REPORT 19-88

TO: THE MAYOR AND MEMBERS OF COUNCIL

The Operations and Works Committee presents its nineteenth report and recommends:

OW-413-88 (a) That a pilot project for mixed plastic recycling for 2,200 homes in the City of Mississauga be implemented December 1, 1988.

(b) That the publicity for the plastic recycling pilot project be distributed to the homes involved during the week of November 21, 1988.

(c) That the Public Works Department report to Operations and Works Committee by April 15, 1989 on the cost of and the market for a City-wide plastic recycling program.

F.05.04.05
(OW-413.1-88)

OW-414-88 (a) That a wet-dry collection be implemented for an area of approximately 1,500 homes in the City of Mississauga starting June 1, 1989.

(b) That the Region of Peel be requested to provide an area at the Britannia landfill site for composting commencing June 1, 1989, which area must be covered and monitored jointly by the Region of Peel and the City of Mississauga.

(c) That the City of Mississauga provide a separate pickup for Christmas trees on January 4 and January 11, 1989 for delivery to the Region of Peel Works Yard at Derry Road and Highway 10 for processing.

(d) That staff investigate the cost of returning to a separate brush pickup.

F.05.04.07
(OW-414.1-88)

OW-415-88 That a by-law be enacted to require the provision of security boxes containing hazardous materials and hazardous physical agent information or keys for access by the Fire Department to prevent the spread of fires.

A.06.01
(OW-415.1-88)

OW-416-88 That the report dated October 18, 1988, from the Transit General Manager providing the 1988 Third Quarter Transit Review be received for information.

D.05.01
(OW-416.1-88)

OW-417-88 That a by-law be enacted authorizing the execution of Agreements with the following engineering consulting firms to carry out the planning and design assignments for the following projects:

(a) UMA Engineering Limited - Preliminary Design, Environmental Assessment and Detailed Design for the Matheson Boulevard/Renforth Drive Grade Separation.

(b) Delcan - Preliminary Design, Environmental Assessment and Detailed Design for the widening of Eglinton Avenue from the Fieldgate Drive area to Highway 427.

(c) Totten Sims Hubicki Associates - Preliminary Design and Environmental Assessment for the widening of Hurontario Street from Burnhamthorpe Road to Eglinton Avenue and from Highway 401 to the north City limits.

(d) McCormick Rankin - Functional Planning and Environmental Assessment for the Mavis Road Collector.

J.05.8800
(OW-417.1-88)

OW-418-88 That the Ministry of the Environment be informed that the City of Mississauga accepts the proposal by Ontario Hydro to transport PCB contaminated oil from the Horner Transformer Station, located at 455 Kipling Avenue, Etobicoke to the Lakeview Generating Station at 1082 Lakeshore Road, Mississauga subject to the following conditions:

(a) application by Ontario Hydro for a Mobile PCB Destruction Facility be amended to include the additional volume of PCB contaminated oil being transported from Etobicoke.

(b) Lakeview Generating Station containing approval for a Mobile PCB Destruction Facility from the Ministry of the Environment.

(c) PCB laden oil be stored in the approved PCB storage tank and be decontaminated as soon as is reasonably possible after all approvals have been obtained.

A.02.03.03.04
(OW-418.1-88)

OW-419-88 That the Lottery Licensing Branch of the Ministry of Consumer and Commercial Relations be advised that the City of Mississauga has no objection to the issuance of a Special Bingo License to The Sunshine Foundation of Canada, Peel Chapter, for the proposed event on Sunday, November 20, 1988, between the hours of 1:00 p.m. and 4:00 p.m.

L.02.02
(OW-419.1-88)

OW-420-88 (a) That the present level of service for plowing, sanding and salting roads and sidewalks remain unchanged.

(b) That Public Affairs not conduct a public information campaign for the 1988/89 winter season based on the public response received to the 1987/88 campaign.

F.05.03.02
F.05.03.03
(OW-420.1-88)

OW-421-88 That the present policy of having Bell Canada, Cable TV, and Hydro Mississauga plant constructed underground in a common trench at a location satisfactory to the City be reconfirmed and that prior to the finalizing of a plan of subdivision Bell Canada shall confirm that satisfactory arrangements have been made with the Developer, and further, that this condition be placed as a standard draft plan condition.

F.04.06
(OW-421.1-88)

OW-422-88 That the Financial Agreements for the Erin Mills Plans T-86052 (Neighbourhood 308B), T-86106 (Neighbourhood 706) and the future Erin Mills Residential Development (Neighbourhood 707) indicate the following:

(i) T-86106 (Neighbourhood 706) - Indicate that no Watercourse Improvement Levies and no Major Road Improvement Levies are to be paid to the City for this development.

(ii) T-86052 (Neighbourhood 308B) - Indicate that no Watercourse Improvement Levies and no Major Road Improvement Levies are to be paid to the City for this development.

(iii) Future Erin Mills Development (Neighbourhood 707) Indicate that no Major Watercourse Improvement Levies are to be paid to the City for that 16.5 ha portion of the development which drains to the east.

T-86106
T-86052
(OW-422.1-88)

OW-423-88 That a resolution be prepared to reflect the following:

(a) That the City of Mississauga in conjunction with the Metropolitan Toronto and Region Conservation Authority proceed with the following required works subject to obtaining the necessary approvals, public input and funding.

		Estimated Construction Cost - $
1.	Dixie Road - flood control	870,000
2.	The Brick - flood control	85,000
3.	Tyndall Nursing Home - flood control	262,000
4.	Seddlecomb Drive - flood control	45,000
5.	Bloor Street - flood control	23,000
6.	Dundas St. northerly - erosion control	40,000
7.	Applewood Hills Park - erosion	104,500

(b) That a public meeting be held on October 27, 1988 in conjunction with the Metropolitan Region Conservation Authority to obtain public input with regard to the proposed Dixie Road area flood protection works.

J.05.86035.01
(OW-423.1-88)

OW-424-88 That with respect to the securities deposited with the City by the Northmount Group for the development of 1647 Northmount Avenue and 878, 884 and 888 South Service Road:

(a) that the City return the developer's Letter of Credit (current value $1,920.00) securing the completion and reinstallation of the curbs on the South Service Road at Northmount Avenue;
(b) that the City return the developer's security in the amount of $1,829.00 for municipal services protection, upon verification of the municipal services surrounding the site by the Public Works Department;
(c) that the requirement for final lot grading certificates be waived for each of the four lots upon receipt of a letter from each of the four homeowners confirming that they are satisfied with their grading and are aware of their responsibilities with respect to lot grading;
(d) that the Commissioner of Finance be authorized to draw on the developer's securities for lot grading in the full amount of $4,000.00;
(e) that the Commissioner of Finance be authorized to forward $1,000.00 to each of the four homeowners upon their rectification of all outstanding grading deficiencies and their written confirmation that they are satisfied with their grading and are aware of their responsibilities with respect to lot grading.

B.01.01
(OW-424.1-88)

OW-425-88 That the following apply with respect to that section of McGill Street from Camilla Road to its westerly terminus:

(a) that the Public Works Department request the School Boards and the Recreation & Parks Department to comment on the need for the walkway link and report back to Council at a later date;
(b) that the Public Works Department review the streetlighting on McGill Street in conjunction with the Public Works 1989 Current Budget proposals;
(c) that no action be taken on resurfacing or altering the snow removal priorities.

E.02.14.01
F.03.01
E.02.06.01
(OW-425.1-88)

OW-426-88 That the following recommendation be deferred to the next meeting of Operations & Works Committee scheduled to be held on November 23, 1988, in order for staff to prepare a report to address a City policy on the provision of distinctive street name signage for the City as a whole:

(a) that the City of Mississauga undertake the special district street name signs in the Clarkson, Port Credit and Streetsville Business Improvement Areas.

(b) that funds be transferred in the amount of $20,000.00 from the General Contingency Account to the Public Works Department Current budget for the installation of Special District Street Name Signage in the Clarkson, Port Credit and Streetsville Business Improvement Areas.

(c) that the report dated October 5, 1988 from the Commissioner of Public Works be forwarded to the Clarkson, Port Credit and Streetsville Business Improvement Area Executive for their information.

(d) that the policy on unique signs relate equitably to Erindale, Cooksville, Malton, Meadowvale, etc.

A.01.08.01
J.04.02
(OW-426.1-88)

OW-427-88 That a by-law be enacted to implement the closure of Second Line West between Bancroft Drive and Donway Drive from November 1, 1988 at 7:00 am. to December 2, 1988 at 7:00 pm. for the purpose of construction of underground services and road base.

T-83015
F.02.04.03
(OW-427.1-88)

OW-428-88 That the report dated October 13, 1988, from the Commissioner of Public Works regarding the temporary closing of Seaview Drive connection from Winston Churchill Blvd. to Bushland Crescent, be deferred to the next Operations & Works Committee meeting scheduled to be held on November 23, 1988 to afford time for the Public Works Department to circulate the staff report to the affected residents.

T-85018
F.02.03
(OW-428.1-88)

OW-429-88 (a) That the report dated October 18, 1988 from the Commissioner of the Public Works providing an update on the safety of children on Bristol Road, be received for information.

(b) That the request by Mrs. M. Reid, 262 Bristol Road West, at the Operations & Works Committee meeting on October 26, 1988, for the installation of all-way stop signs at three intersections along Bristol Road, be referred to staff of the Public Works Department to determine if these all-way stops are warranted.

J.05.88008.1
(OW-429-88)

OW-430-88 (a) That a by-law be enacted to implement the following road closures for the 1988 Santa Claus Parade on Sunday, November 20, 1988:

(i) Hillcrest Avenue between Confederation Parkway and Hurontario Street, 7:00 a.m. - 2:00 p.m.
(ii) Hurontario Street between Dundas Street and Robert Speck Parkway, 1:00 p.m. - 4:00 p.m.
(iii) Burnhamthorpe Road between Robert Speck Parkway and Confederation Parkway, 1:00 p.m. - 4:00 p.m.
(iv) Civic Centre West Road between Burnhamthorpe Road and Civic Centre North Road, 1:00 p.m. - 4:00 p.m.
(v) Civic Centre North Road between Civic Centre West Road and Duke of York Boulevard, 1:00 p.m. - 4:00 p.m.
(vi) Duke of York Boulevard between City Centre Drive and Civic Centre North Road, 1:00 p.m. - 4:00 p.m.
(vii) City Centre Drive between Civic Centre West Road and Duke of York Boulevard, 1:00 p.m. - 4:00 p.m.

(b) That the Knights of Columbus provide proof of liability insurance in the amount of at least Two Million Dollars ($2,000,000) naming the City as insured and complete a road closure permit with the Public Works Department.

F.02.04.05
(OW-430.1-88)

OW-431-88 That a by-law be enacted to amend Traffic By-law 444-79, as amended, to implement a parking prohibition on the east side of Stillmeadow Drive from the south limit to a point 9 metres north westerly thereof.

F.06.04.02
(OW-431.1-88)

OW-432-88 That a by-law be enacted to amend Traffic By-law 444-79, as amended, to implement a reduced speed 40 km/hr school zone on Colonial Drive between Thorncrest Drive and a point 83 metres north of Drummond Road.

F.06.04.10
(OW-432.1-88)

OW-433-88 That a by-law be enacted to amend Traffic By-law 444-79, as amended, to implement the following:

(a) an all-way stop at the intersection of Heritage Hills Boulevard and Winfield Terrace;

(b) a reduction in maximum speed limit on Kingsbridge Garden Circle between Huntington Ridge Drive and Winfield Terrace, to 40 km/hr.

F.06.04.05
(OW-433.1-88)

OW-434-88 That the sum of $217,800.00 be approved as full compensation for 0.484 acres of parkland overdedicated by Menkes Developments Inc. in connection with plan of subdivision T-86034.

B.02.86034
(OW-434.1-88)

OW-435-88 (a) That the stopped up part of the unnamed road allowance comprised of lands between Lot 8, Range 5, NDS and Lot 23, Concession 2, NDS stopped up pursuant to By-law No. 635-88 and registered on title as Instrument No. 866876 be conveyed gratuitously to the abutting owners.

(b) That a by-law be enacted authorizing execution of transfers of lands closed by By-law No. 635-88 to the abutting owners pursuant to the provisions of Section 318 of the Municipal Act, R.S.O. 1980.

T-86017
OZ/44/86
E.02.02.02.45
(OW-435.1-88)

OW-436-88 That Aerofleet Services Ltd. notification to increase their brokerage dues from $300.00 to $340.00 per month be effective November 1, 1988.

L.08.04.01
(OW-436.1-88)

OW-437-88 That a by-law be enacted authorizing the pulling down, at the owners expense, of the free standing buildings, including a detached garage, located at 7228 Airport Road, Mississauga, being Part Lot 12, Concession 6, E.H.S.

L.07.05.01
(OW-437.1-88)

OW-438-88 That a by-law be enacted to implement the closure of:
(a) Haig Boulevard - Monday - Wednesday, November 7 - 9, 1988 from 8:30 am to 4:00 pm daily.
(b) Ogden Avenue - Thursday, Friday & Monday, November 10, 11 and 14, 1988 from 8:30 am to 4:00 pm daily.
(c) Revus Road - Tuesday - Thursday, November 15 - 17, 1988 from 8:30 am to 4:00 pm daily.
at the CNR railway crossing for the purpose of installing concrete crossings.

F.02.04.03
(OW-438.1-88)

OW-439-88 That the Traffic Section of the Public Works Department be requested to study the area of Sandgate Crescent and Truscott Drive immediately to determine what safety measures are necessary to alleviate the traffic problems in this area.

F.06.03.02
F.06.04.05.01
(OW-439.1-88)

OW-440-88 That a by-law be enacted to amend Traffic By-law 444-79, as amended, to implement a parking prohibition on the south side of Credit Valley Road between Eglinton Avenue and Erin Mills Parkway.

F.06.04.02
(OW-440.1-88)

OW-441-88 That a by-law be enacted authorizing the execution of an Offer to Sell/Agreement of Purchase and Sale and Offer to Lease dated October 17, 1988 and any further documents required under the provisions of the said Offers submitted by Robert Hansen and Elsie Hansen and Robert Hansen respectively for Lot 4, R.P. 301 (Parts 3 and 4 on 43R-14901).

J.05.82020.12
(OW-441.1-88)

OW-442-88 That the City of Mississauga agree to purchase 3.819 ha (99.437 acres) from The Erin Mills Development Corporation described as part of Lot 6 and 7, Concession 5, WHS and designated as parts 1, 5, 6, 7 on Marshall Macklin Monaghan Plan 20-8-3109-000-2 at the price of $943,700 (Meadowvale Works Yard Site).

F.07.06
(OW-442.1-88)

OW-443-88 That Ramesh Kapoor, Mississauga Airport Public Transportation Vehicle driver number 506, be nominated for "Driver of the Month" for July 1988.

L.08.04.04
(PVA-54-9-88)

OW-444-88 That Fred Demchuck, Mississauga taxicab driver number 232, be nominated for "Driver of the Month" for August 1988.

L.08.04.04
(PVA-55-9-88)

OW-445-88 That the report dated October 5, 1988, from William P. Taylor, Commissioner of Public Works, regarding a proposed requirement that all applicants for a Taxicab Driver's Licence show proof of successful completion of a certified Defensive Driving Course prior to being licensed, be deferred to a future meeting, pending a staff report setting out all the options available with regard to defensive driving courses, and an investigation of current Provincial action in this regard.

L.08.04.02
(PVA-56-9-88)

OW-446-88 That Thomas Horder-Despard be permitted to transfer taxicab owner's licence and plate #370, for taxicab owners licence and plate #12 with airport permit #372.

L.08.04.02
(PVA-57-9-88)

OW-447-88 That the increase in flat rate tariffs as requested by Frank Clifford, President of the Airport Taxicab Association, be referred to the tariff sub-committee of the Public Vehicle Authority for review and report.

L.08.02
(PVA-58-9-88)

OW-448-88 That the concerns expressed by Vijay Kalhan, President, I.L.O.D.A., in his August 19, 1988, letter to Councillor D. Culham, regarding the 35 new limousine permits issued by Transport Canada, the subsequent request for Mississauga A.P.T.V. licenses, and several other matters of concern at Lester B. Pearson International Airport, be referred to a future meeting of the Public Vehicle Authority, when the information requested from Mr. C. Heed, Airport General Manager is available for consideration.

L.08.04.02
(PVA-59-9-88)

OW-449-88 (a) That Public Works staff determine the status of the study initiated by Tranport Canada regarding ground transportation at Lester B. Pearson International Airport.

(b) That the following letters regarding Tom La Bella's application to operate a van service to and from the Airport, be referred to a future meeting of the Public Vehicle Authority, when the results of the study by Transport Canada are available:

1. Letter dated August 10, 1988, from Mayor H. McCallion to Mr. Don Blenkarn, M.P. Mississauga South,

2. Letter dated July 28, 1988, from Don Blenkarn,

3. Letter dated August 12, 1988, from Mayor McCallion to Mr. E. A. Kosarenko, General Manager Pricing, CP Express & Transport,

4. Letter dated August 10, 1988, from Mr. E. A. Kosarenko.

L.02.01, L.08.03
(PVA-60-9-88)

OW-450-88 That the request of Mr. P. Danevicius to amend By-law 697-84, to prohibit the use of magnetic fender numbers on Mississauga Taxicabs, be denied at this time.

L.08.04.01
(PVA-61-9-88)

OW-451-88 That City Taxi's notification to increase their brokerage dues from $250.00 to $325.00 per month, be effective November 1, 1988.

L.08.04.01
(PVA-62-9-88)

OW-452-88 That the report and recommendation dated October 5, 1988, from William P. Taylor, Commissioner of Public Works, regarding a proposed increase in Brokerage dues for Aerofleet Services Ltd., be referred to Council, pending clarification by the Public Works Department, of the date the letter of notification was received by City staff.

L.08.04.01
(PVA-63-9-88)

OW-453-88 That the report dated October 4, 1988, from William P. Taylor, Commissioner of Public Works, regarding the proposed speed limit reduction at St. Elizabeth Seton School on Glen Erin Drive, be received for information.

F.06.03.02
(TSC-71-7-88)

OW-454-88 That the following items be referred to the Site Inspection Subcommittee of the Traffic Safety Council, with the request that a site inspection take place in the area of St. Elizabeth Seton Separate School, as soon as possible:

(a) September 26, 1988, letter, and October 19, 1988, deputation to the Traffic Safety Council, by Mrs. Dale Milczarczyk, 2784 Quill Crescent, regarding traffic problems in the area of St. Elizabeth Seton Separate School;

(b) Petition from parents with children attending St. Elizabeth Seton Separate School, Glen Erin Drive, as presented to the Traffic Safety Council on October 19, 1988, requesting a reduction in the speed limit in the area of St. Elizabeth Separate School on Glen Erin Drive, from 50 km. to 40 km., and that the reduced speed limit be enforced.

F.06.03.02
(TSC-72-7-88)

OW-455-88 That the Site Inspection Subcommittee of the Traffic Safety Council be requested to carry out a site inspection at Copenhagen Road and Derry Road, to determine if warrants are met for a Crossing Guard.

F.06.03.02
(TSC-73-7-88)

OW-456-88 That the report dated September 22, 1988, from William P. Taylor, Commissioner of Public Works, regarding the posting of signs and pavement markings at Indian Grove School Crossing, be received for information.

F.06.03.02
(TSC-74-7-88)

OW-457-88 That, further to the October 12, 1988, letter of Mr. and Mrs. Gerald Dumol, 646 Willowbank Trail, setting out their concern and suggestions regarding vehicles parked along Willowbank Trail, in front of St. Vincent De Paul School, the Site Inspection Subcommittee of the Traffic Safety Council be requested to carry out a site inspection at this location.

F.06.03.02
(TSC-75-7-88)

OW-458-88 That the letter dated September 30, 1988, from R. J. Scott, Manager, Transportation and Assessment, Dufferin Peel Roman Catholic Separate School Board, regarding conflicting school times at Crossing Guard locations serving two schools, be received for information.

F.06.03.02
(TSC-76-7-88)

OW-459-88 That a Crossing Guard not be placed at Battleford Road and Glen Erin Drive, as warrants are not met.

F.06.03.02
(TSC-77-7-88)

OW-460-88 (a) That appropriate school signs be installed at Huntington Ridge Public School, including white lines on Huntington Ridge Drive.

(b) That the speed limit on Huntington Ridge Drive in the vicinity of Huntington Ridge Public School, be reduced to 40 km.

(c) That 'No U-Turn' Prohibitions be posted on Huntington Ridge Drive, near Huntington Ridge Public School.

(d) That when the appropriate signage is installed on Huntington Ridge Drive, the Peel Regional Police be requested to enforce the 'No U-Turn' regulations.

(e) That the Principal of Huntington Ridge Public School, be requested to advise parents of safe driving habits.

F.06.03.02
(TSC-78-7-88)

OW-461-88 That the memo dated October 12, 1988, from William P. Taylor, Commissioner of Public Works, regarding School Safety Patrols, be received for information.

F.06.03.07
(TSC-79-7-88)

OW-462-88 That the Guidelines for the Selection of Sites for School Patrols, as amended by the Traffic Safety Council on October 19, 1988, be approved.

F.06.03.02
(TSC-80-7-88)

OW-463-88 That further to the October 19, 1988, deputation of Mrs. Ian Ross, 29 Hurontario Street, to the Traffic Safety Council, with regard to the intersection of Park Street and Rosewood Avenue, the Site Inspection Subcommittee of the Traffic Safety Council be requested to carry out a site inspection at Park Street and Rosewood Avenue, to determine if warrants are met for a Crossing Guard.

F.06.03.02
(TSC-81-7-88)

OW-464-88 (a) That the October 19, 1988, request of Mr. G. Shannon, Principal, Miller's Grove Junior Public School, 6325 Miller's Grove, to the Traffic Safety Council, to have the crossing lines and 'School Crossing' signs on Miller's Grove moved, be approved;

(b) That William P. Taylor, Commissioner of Public Works, be requested to make the requested changes to the crossing lines and 'School Crossing' signs on Miller's Grove, in accordance with City policy.

F.06.03.06
(TSC-82-7-88)

OW-465-88 (a) That the request of Mrs. Penny Jocsak, Chairperson, North Cooksville Community Association for the installation of an all-way stop at Hillcrest Avenue and Parkerhill Road, be denied, as warrants are not met.

(b) That the Stop Sign at the north east corner of Hillcrest Avenue and Parkerhill Road, be appropriately installed.

(c) That the hedges on the three corners of Hillcrest Avenue and Parkerhill Road, be appropriately trimmed to improve the site triangles.

F.06.03.02
(TSC-83-7-88)

OW-466-88 That, due to constantly increasing traffic and pedestrians at Joan Drive and Central Parkway, a Crossing Guard be placed at this location.

F.06.03.02
(TSC-84-7-88)

OW-467-88 (a) That a Crossing Guard not be placed at Huntington Ridge Drive and Kingsbridge Circle, as warrants are not met.

(b) That appropriate school and speed signs be installed in the area of St. Matthew Separate School, 280 Kingsbridge Garden Circle.

(c) That the School Principal at St. Matthew Separate School, and the Peel Regional Police, be requested to give consideration to the implementation of a School Patrol.

(d) That this area be reinspected once a School Patrol is operating.

F.06.03.02
F.06.03.07
(TSC-85-7-88)